ILOILO, PHILIPPINE ISLANDS.

THE UNITED ASBESTCS ORIENTAL AGENCY.

Sole Agents for the NITED ASBESTOS COM PANY, LT'D. LONDON. Dodwell & Co., Limited, General Managers.

NEW SERIES No. 1479. 日七十月二年六十二緒光

TUESDAY MARCH 27, 1900.

號七卅月三英港香 二拜禮

THIRTY DOLLARS
PER ANNUM.

Banks.

JOKOHAMA SPECIE BANK, L'IMITED.

ESTABLISHED 1880. CAPITAL UNCALLED...... 12,000,000 RESERVE FUND

Head Office: YOKOHAMA. · Branches and Agencies.

TOKIO. KOBE. LONDON. NAGASAKI. NEW YORK. LYONS. SAN FRANCISCO. HONOLULU. · SHANGHAL BOMBAY. NEWCHWANG. TIENTSIN.

LONDON BANKERS: THE LONDON JOINT STUCK BANK, LD. PARRS' BANK, LD. THE UNION BANK OF LONDON, LD.

HONGKONG AGENCY: -INTEREST ALLOWED. On Current Account at the rate of 2 per cent. per Annum on the Daily Balance. On fixed deposits for 12 months at 5 per cent

Hongkong Manager. Hongkong, 4th January, 1900. TTONGKONG AND SHANGHAI

RESERVE LIABILITY OF PROPTORS. \$10,000,000 COURT OF DIRECTORS: N. A. Siens, Esq., Chairman. R. SHEWAN, Esq., Deputy Chairman. E. Goetz, Esq.

D. M. Moses, Esq. R. M. Gray, Esq.-A. J. Raymond, Esq. A. Haupt, Esq. The Hon. J. J. Keswick. R. L. Richardson, Esq. A. McConachie, Esq. P. Sachse, Esq. CHIEF MANAGER: Hongkong-Sir THOMAS JACKSON.

MANAGER: Shanghai-J. P. WADE GARD'NER, Esq. LONDON BANKERS -LONDON AND COUNTY -BANKING COMPANY, LIMITED. HONGKONG-INTEREST ALLOWED: On Current Account at the rate of 2 per Cent.

per Annum on the daily balance, ON FIXED DEPOSITS: For 3 months, 23 per Cent. per.Annum. For 6 months, 31 per Cent. per Annum. For 12 months, 4 per Cont. per Annum. H. M. BEVIS.

Acting Chief Manager.

Hongkong, 26th. March, 1900. HONGKONG SAVINGS DANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed at 3\frac{1}{2} PER

CENT, per annum. Depositors may transfer at their option balances of \$100 or more to the Hongkong AND SHANGHAI BANK to be placed on FIXED

DEPOSIT at 4 PER CENT. per annum! For the HONGKONG AND SHANGHAL BANKING CORPORATION, H. M. BEVIS,

Acting Chief Manager. Hongkong, 26th March, 1900. THE NATIONAL BANK OF CHINA, LIMITED. --

Authorised Capital.....£1,000,000 HEAD OFFICE:-HONGKONG.

Board of Directors: Chan Kit Shan, Esq. D. Gillies, Esq. Chow Tung Shang, Esq. J. T. Lauts, Esq. Chief Manager, GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 % Hongkong, 20th December, :1899. .

IMPERIAL BANK OF CHINA. ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels. SUBSCRIBED CAPITAL 5,000,000 PAID-UP CAPITAL 2,500,000 Head Office :- SHANGHAL. Branches and Agencies.

PEKING. CANTON. PENANG. CHEFOO. SINGAPORE. CHINKIANG. CHUNKING. SWATOW. TIENTSIN. FOOCHOW. HANKOW.

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies. HONGKONG BRANCH. Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS. per Annum Fixed Deposits for 3 months.

> E. W. RUTTER, Acting Manager.

Hongkong, 1st February, 1900. THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853. HEAD OFFICE:-LONDON.

RESERVE LIABILITY OF SHARE-INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.

T. H. WHITEHEAD, Manager, Hongkong. Hongkong, 20th May, 1898.

On Fixed Deposits for 12 months... 4 per cent.

GREEN ISLAND CEMENT COMPANY,

LIMITED. \$4.50 P Cask of 375 lbs. Not ex Factory.

\$2.80 W Bag of 250 lbs. SHEWAN, TOMES & CO., General Managers. Hongkong, 8th February, 1900.

Entimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

CAPTAINS S'HAI & PPAN.. Malacca E. G. Andrews 10 A.M., 28th March. Freight or Passage. SHANGHAI ...BengalS. Barchain30th March......Freight or Passage. BOMBAY 1 Shanghai A. F. Street About 9th April Freight or Passage. MARSEILLES & LONDON DIRECT. (Without Transhipment).

* (See Special Advertisement). f (Passing through the Inland Sea). # Vid SINGAPORE and COLOMBO.

For Further Particulars, apply to

. H. A. RITCHIE, Superintendent. Hongkong, 27th Murch, 1900.

STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEN. SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG; PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia. PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
STEAMERS. KONIG ALBERT	WEDNESDAY, 4th April.
WEIMAR	WEDNESDAY, 18th April.
PRINZ HEINRICH	WEDNESDAY, and May.
PREUSSEN	WEDNESDAY, 16th May.
HAMBURG, Hamburg-Amerika Linie	WEDNESDAY, 30th May.
SACHSEN	THURSDAY, 14th June.
OLDENBURG RAYERN	THURSDAY, 28th June.
RAYERN	THURSDAY, 12th July.
STUTTGART	THURSDAY, 26th July.
KONIG ALBERT	THURSDAY, 9th August.
WEIMAR	THURSDAY, 23rd August.
PREUSSEN	THURSDAY, 6th September. 🔗
·	

ON WEDNESDAY, the 4th day of April, 1900, at NOON, the Steamship "KONIG ALBERT," of the NORDDEUTSCHER LLOYD, Captain O. Cuppers, with MAILS, PASSEN-GERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and

Shipping Orders will be granted till NOON, on MONDAY, the 2nd April, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 3rd April, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 3rd April.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linea can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

Hongkong, 21st March, 1900.

MELCHERS & CO., AGENTS.

CLAYMORE."

SOLE AGENTS:-

VICTORIA DISPENSARY, HONGKONG.

INSTRUMENTS.

MANDOLINES,

BANJOS, GUITARRAS, ZITHERS,

TROMBONES. EUPHONIUMS. CLARINETS, &c.

LANE, CRAWFORD & Co.

Intimations.

BOER MUST

INDIGESTION

IF YOU TAKE

CHAMPAGNE BITTERS.

Destinations.

CHEMISTS, AERATED WATER MANUFACTURERS, CIGAR DEALERS, WINE & SPIRIT MERCHANTS, COMMISSION AGENTS,

APOTHECARIES' EXAL, 66, QUEEN'S ROAD CENTRAL, HONGKONG,

FACTORY MASON'S LANE.

ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,

UNITED ASBESTOS CO. LD., LONDON, "CONTRACTORS TO H.M. GOVERNMENT.

MANUFACTURERS OF THE Best Qualities of ASBESTOS GOODS and PACKINGS. HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds. "VICTOR" METALLIC BOILER JOINTS. ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities. ESTIMATES given for every DESCRIPTION of WORK.

CHIEF SUPERINTENDENT......THOMAS SKINNER. SUPERINTENDENTARCHIBALD RITCHIE. DODWELL & CO., LIMITED, General Managers.

PEAK HOTEL

CRAIGIEBURN.

THE PEAK HOTEL is situated at VICTORIA GAP, adjoining the TRAMWAY TERMINUS, ${f L}$ = 1,350 feet above sea Legel. CRAIGIEBURN is situated at PLUNKETT'S GAP, five minutes walk from the PEAK

Fine Healthy location, variety of beautiful scenery. Cool Southerly breezes in Summerwith perfect protection against the North East Winds in Winter.

Well appointed rooms, altentive service and excellent Cuisine. CITY OFFICE, 7, Duddell Street. Manager.



.Telephone

AQUARIUS.

"The Latest thing in Mineral Waters that we have happened upon is "AQUARIUS." We have tried it plain; we have tried it with Whisky, and have nothing but good to say of it."

"MAN OF THE WORLD," LONDON. CALDBECK, MACGREGOR

AQUARIUS COMPANY.

Hongkong, 20th January, 1900.

Hongkong, 3rd February, 1900.

15. Queen's Road.

MICHT BE EQUALLED BUT CANNOT BE

Per Cask of 10 dozen Pints

SURPASSED.

SOLE AGENTS:

PRICE & Co. 12, QUEEN'S ROAD.

WONDERFUL THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHOEA, HEMORRHAGE and ULCERATION

of the BOWELS. Recommended by some of the Chief Specialists of the Medical Profession. Sold retail by all Chemists and Wholesale

THE PETER SYS COMPANY, (Proprietors and Sole Manufacturers), 9, Old China-Street, Shanghai.

ROBINS

12th October, 1898. -

MANDOLINES. CABIN PIANOS AND ORGANS. MUSIC, SONGS, BOOKS, &C. STRINGS & FITTINGS.

Hongkong, 20th February, 1900.

SANITARY 多種高級

WNERS of HOUSES situated in the Central Division of the City of Victoria, and in the Western Division of Kowloon, who have not had their Premises LIMEWASHED and CLEANSED in accordance with Law, are reminded that the period during which the work should be finished ends on the 30th day of April, 1900, and the Sanitary Board being convinced of the necessity of Cleanliness in its efforts to Stamp out Plague, is determined to rigorously prosecute any owner in default after the above-named Date.

The Central Division of the City lies between Garden Road on the East, and Morrison Street and East Street on the West. The Western Division of Kowloon is all that part of the Kowloon Peninsula to the West of Robinson Road, and includes Tsim Sha Tsui, Yau Ma Ti, Mong Kok Tsui, Tai Kok Tsui and Sham

By Order of the Sanitary Board, Ć. W. DUGGAN,

Hongkong, 9th March, 1900. NIPPON YUSEN KAISHA. NOTICE OF REMOVAL

THE OFFICES of This Company have This Day been TRANSFERRED from No. 7, PRAYA CENTRAL to PRINCE'S BUILD-ING (1st Floor), CHATER ROAD.

Acting Manager. Hongkong, 26th March, 1900.

Masonic.

EOTHEN MARK LODGE, No. 264. REGULAR MEETING of the above LODGE will be held at the FREE-MASONS' HALL, Zetland Street, TO-MORROW, the 29th instant, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited to attend.

Hongkong, 21st March, 1900. Entertainment.

MR. ALEC MARSH

(Late PRINCIPAL BARITONE OF THE ROYAL) CARL ROSA OPERA CO., THE ROYAL ITALIAN OPERA, Covent Garden;

ROYAL CHORAL SOCIETY, and the Principal London and Provincial Concerts) begs to announce that he will give a

GRAND EVENING Under the Patronage of His Excellency Sir HENRY BLAKE, G.C.M.G.,

TUESDAY, the 3rd April, 1900,

and Lady BLAKE.

St. George's Hall, Mr. MARSH will have the kind Assistance of

Local Amateurs. PRICES\$3 & \$1 Box Plan and Tickets at the ROBINSON PIANO Go.

Mr. A. G. WARD, and several well-known

Further Particular Later. Hongkong, 27th March, 1900. [396b]

Potice of Firms.

P. & O. S. N. CO. NOTIOE.

DURING my ABSENCE from the Colony Mr. A. M. MARSHALL will be in charge of the Company's Affairs at this Agency. H. A. ŘÍTCHIE,

Superintendent. Hongkong, 26th March, 1900. NOTICE.

I HAVE This Day admitted my brother Mr. MURRAY STEWART, to a PARTNERSHIP in my Business,

GERSHOM STEWART. Hongkong, 26th March, 1900. NOTICE.

THE Business hitherto conducted under the Name of ANTON & STEWART will in future be carried on under the Name of STEWART BROS.

Hongkong, 26th March, 1900.

To-day's Advertisements.

TEACHERS.

HIBBERDINE'S ILLUSTRATED COMPOSI-TION SERIES

MAKES LESSONS A PLEASURE TO SCHOLARS.

To be obtained at:

Messrs. KELLY & WALSH, Limited, Hongkong, Shanghai Yokohama and Singapore. Messrs. W. BREWER & Co., Hongkong and Shanghai. Messrs. TSUI MAN KOK, Hongkong.

> Messra. MAN YU TONG, Hongkong. Wholesale:-W. HIBBERDINE, 50, Queen's Road Central, Hongkong.

> > CORPORATION.

TURING the TEMPORARY ABSENCE

Mr. H. M. BEVIS has been appointed ACTING

DOUGLAS STEAMSHIP COMPANY,

- LIMITED.

, FOR SWATOW.

N. A. SIEBS,

Board of Directors.

Chairman,

of Sir THOMAS JACKSON from Hongkong,

Hongkong, 26th March, 1900.

THE Company's Steamship

For Freight or Passage, apply to

Hongkong, 27th March, 1900.

FRIDAY, the 30th instant, at Noon.

Hongkong, 27th March, 1900.

THE Company's Steamship

on THURSDAY, the 5th April

For Freight or Passage, apply to

Hongkong, 27th March, 1900.

Electric Light.

For Freight, apply to

DOUGLAS LAPRAIK & Co.,

General Managers.

DODWELL & CO., LIMITED,

FOR YOKOHAMA (DIRECT.)

"SAINT REGULUS,"

will be despatched for the above port on

CHINA NAVIGATION COMPANY,

LIMITED.

FOR MANILA.

"SUNGKIANG,"

Captain Moore, will be despatched as above

The attention of Passengers is directed to

BUTTERFIELD & SWIRE,

the Superior Accommodation offered by this

Steamer. The Vessel is fitted throughout with

AN APPEAL.

1 CONVENT, CAINE ROAD, begs most

Gentlemen's Shirts made to order, and Cuffs

Ladies and Children's Under-clothing Con-

The Superioress will also be most grateful

for any PAPER, or old ENVELOPES to be made

into Books for the Children of the Poor Schools,

Intimation.

LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

PORTS

(For Invalids and General Use.)

erior quality, Black

Seal Capsûle.....

extra superior, Violet

Capsule (Old Bottled) 20.40

before being sent

These Wines are too favourably

Sample bottles and smaller quanti-

We only guarantee our Wines and

Spirits to be genuine when bought

direct from us in the Colony or from

our authorized Agents at the Coast

E HONGKONG DISPENSARY!

known to need comment.

wholesale rates.

Red-Capsule......\$14.40

B.—VINTAGE, superior quality,

C:-Fine Old Vintage, sup-

WATSON & Co..

Materials can be supplied, if required.

how are taught by the Sisters.

Hongkong, 22nd April, 1892.

CHIEF MANAGER.

 HONGKONG & SHANGHAL BANKING THEATRE THEATRE

LAST THREE NIGHTS

CITY HALL

MR. HENRY-DALLAS' SEASON.

TO-NICHT !! TO-NICHT ! The Success of the Century, "THE SIGN OF

THE CROSS."

TO-MORROW (WEDNESDAY) By Universal Request,

"THE GEISHA.

NOTE. Seats booked for "Charley's Aunt," may be retained for 'The Geisha' or value THE Steamship refunded on application to Robinson Piano Co.

THURSDAY, (LAST NIGHT),

RUNAWAY GIRL."

LAST NIGHT OF SEASON.

PLAN at ROBINSON PIANO CO.

Business Manager, B. HERMANN. Hongkong, 27th March, 1900.

THE HONGKONG LAND INVESTMENT

AND AGENCY COMPANY, LIMITED.

TOTICE is hereby given that at a Meeting 1 of the Board of Directors of the above Company, held at the Registered Office of the Company, Queen's Road Central, Victoria, Hongkong, on Tuesday, the Twenty Seventh day of March, 1900, the following RESOLU-TION were passed.

1.—That in pursuance of the Provisions of THE SUPERIORESS of the ITALIAN. the Special Resolution passed at an Extraordinary General Meeting of the respectfully to APPEAL to the Residents of i Company held on the 7th and con-Hongkong and the Post Ports, for their kind firmed on the 27th March instant, and since duly registered, the Sum of patronage and support, and desires to state that \$1,250,000 be withdrawn from the she will be pleased to receive orders for all kinds Reserved Fund and be carried as of the of NEEDLE WORK. 2nd July next, to the Credit of Capital Account, each Share being credited with and Collais renewed on old ones. a Sum of \$25 as paid up thereon in addition to the Sum of \$50 now standing | dren's Dresses, and all kinds of Embroidery, to the credit of each' Share.

2.- That the Balance of \$25 per Share of the ! Unpaid Capital of the Company called up, and that a CALL be and is hereby made of \$25 per Share upon all Shares of the Company, and that the Shareholders be requested to pay the same to the Company's Bankers, the Hongkong and, Shanghai Banking Corporation, at their Premises, Queen's Road Central, on or before the 2nd day

of July, A.D. 1900. Shareholders are hereby requested to pay

And Notice is also given that, in accordance with Article 34 of the Company's Articles of A. Association, interest will be charged as from the said and day of July, 1900, at the Rate of \$12 per cent. per Annum, upon all Calls remaining Unpaid after the oth day of July, 1900, up to the actual dates of payment of the

By Order of the Board,

A. SHELTON HOOPER, Secretary.

Hongkong, 27th March, 1900.

OCCIDENTAL AND ORIENTAL STEAM-~ SHIP COMPANY. .

NOTICE.

CONSIGNEES of CARGO per Steamship

The above Steamer having arrived; Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from D.—VERY FINE CLD VINTAGE

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense. C. L. GORHAM.

Acting Agent. Hongkong, 27th March, 1900.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBRO, LONDON AND STRAITS.

THE Steamship

"GLENFARG," having arrived from the above Ports, Consignees of Cargo by her, are hereby informed that their Goods are being landed at their risk into the ties will be supplied at proportionate Godowns of the Hongkong and Kowloon Whar and Godown Co., Ld., at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the

Goods are landed. Goods not cleared by the 3rd April, will be subject to rent.

No Fire Insurance has been effected.

All ship damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days | Ports. of steamer's arrival, after which no claims will be recognised.

McGREGOR BROS: & GOW. A. S. WATSON & CO., LIMITED Hongkong, 27th March, 1900.

The Hongkong Celegruph

HONGKONG, TUESDAY, MARCH 27, 1900.

REUTER'S TELEGRAMS.

THE WAR.—CASUALTIES NEAL BLOEMFONTEIN.

BRITISH OFFICERS AMBUSHED. HON. E. LYCON KILLED. London, March 25th.

Lord Roberts reports from Bloemfontein, 24th instant, that the day previous Captain Trolter and Lieut. The Hon, E. Lygon of the Greenadier Coldstream Guards, while riding, without an escort, eight miles beyond the camp at Modder River, were fired on by the Boers. Lieut. The Hon. E. Lygon was killed and Col. Codrington and Capt. Trolter severely wounded.

DEATH OF CENERAL WOODGATE. General Woodgate has died of his wounds.

GENERAL METHUEN'S OPERATIONS.

THE VAAL-IN FLOOD. DELAY PROBABLE.

Heavy rains at Warrenton and the River Vaal being in flood will possibly delay operations on the Western

FUTURE PROSPECTS. BOERS CAN STAND SIX MONTHS. RELY ON FOREIGN INTER-VENTION.

Reuter's correspondent at Durban learns although knowing defeat to be inevitable believe that they can stand six months, when they are convinced that foreign intervention will secure them favourable terms. They rely on Germany and Amèrica. Mr. Wolmaran's deputation has gone to Europe with this object.

THE PARIS EXHIBITION. THE PRINCE OF WALES WILL VISIT PARIS.

The Prince of Wales will visit the Paris exhibition in April and will be the guest of the French Government.

THE WAR.—CRIQUATOWN RE-OCCUPIED BY BOERS.

Four hundred Transvaalers have re-occupied Griquatown and a force has left Kimberley in order to expel them. It is reported that all the loyalists in the town have been imprisoned.

THE ORANGE FREE STATE. PHILIPPOLIS OCCUPIED. BURGHERS SURRENDERING.

General Clements has occupied Philippolis and read a proclamation from Lord Roberts to the assembled burghers, many of whom have surrendered their arms and taken an war. The Landrost and Sheriff have been re-instated in authority under the British.

WEATHER REPORT.

The Observatory report says:-On the 27th at 11.55 a.m. the barometer has fallen in Japan, and is little changed elsewhere. Port after removal should be rested Pressure remains high over China, and a depression seems to be lying off the S. coast of for a month before use. Wine re-Japan. Gradients slight to moderate, with quired for drinking at once should be moderate monsoon in S. China and the N. part of the China Sea. FORECAST:-Moderate N. ordered to be decanted at the Disto N.E. winds; some rain.

LOCAL AND GENERAL.

H. E. The Governor inspected the Hongkong Police force this afternoon.; A full report wil be given to-morrow.

THE case the Hon. E. R. Belilios v. The Bank of China and Japan occupied the attention of Supreme Court the whole of to-day.

H.M.S. Victorious lest for home yesterday afternoon. It is thought that the crew of the Victorious, will be transferred to the Revenge, at Malta, who will take them home from there.

THE port of Newchwang having been declared 15th February last.

THE Rosario, sloop, was commissioned at OWING to the pressure on our news columns. Sheerness on 20th inst. for service on this station by Commander C. A. W. Hamilton,

THE only cases of communicable disease in the Colony, during the week ending the 24th March, were three cases of small-pox, two in-Victoria, one case in another district, and three deaths from the same.

THE Chinese passengers on board the Heungshan fared very well last Saturday and Sunday. They got their evening meal at 4.30 p.m. on Saturday afternoon, and their breakfast on Sunday morning without any extra charge being made.

BETWEEN the 1st January and noon yesterday seventeen cases of Bubonic Plague have been reported as occurring in the colony, while the number of deaths has been sixteen. From the week ending 3rd March up to now only one case has been reported. A TELEGRAM received from Lanchou, Kansu,

Guards, and Col. Codrington of the by the Shanghai mandarins states that H.E. T'ao Wu, Viceroy of the Shen-Kan provinces, left that city on the 16th inst. for Peking for special audience, and that the Acting Viceroy, ship has been taken by Wei Kuang-tao, Governor of Shensi province.

ADMIRAL of the Fleet Sir Nowell Salmon, V. C., was sixty-five on 20th ulto. Sir Nowell entered the service when he was twelve years old, and he obtained his present rank on the eve of his sixty-fourth birthday. He was first and principal naval aide-de camp to the Queen from August, 1897, to January, 1899.

A LARGE congregation assembled at St. John's Cathedral yesterday evening to hear the organ recital given by Mr. A. G. Ward. Of course the vocal contributions "It is enough," (Elijah) and "The Sailors Grave," (Sullivan), were the principal features of the attractive programme Mr. Marsh gave a finished rendering of each, and Mr. Ward played several pieces with his usual skill.

THE committee of the Liverpool School of Tropical Diseases has just decided to send out next month another expedition to West Africa. The expedition will make its headquarters in Old Calabarand carry on researches in Southern Nigeria. If time and opportunity permit the Upper Niger will be visited. Men specially trained in malarial fevers and the malarial mosquito theory will comprise the expedition. The time selected is the malarial season.

TELEGAMS received from Peking yesterday says the N. C. D. News of 23rd inst., state that the general impression in official circles that day was that H.I.M. Kuang Hsü's death by foul means is daily expected, and that so sure of this is the conservative Grand Secretary Hsu T'ung that he has already prepared his sui of Court morning, consisting of grey and black cotton cloth official robes, in anticipation of the Emperor's near demise: This example was being generally followed yesterday by officials high and low in Peking, and so numerous are the orders for mourning Court robes at the clothes' stores in the capital that buyers are now charged twice and often three times the ordinary figures démanded for such articles.

A FOOCHOW telegram received on 22nd instant by members of the Reform Party at Shanghai reports that the family of Ch'in Ling-nan, M.A., have been seized and cast into prison by special orders of Hsii Ying-K'uei, Viceroy of the Min-Che provinces, acting under Prince Ching's orders. Mr. Ch'iu is a well-known member of the Reform Party who nearly three years ago went to Singapore as Editor of the Tiennan Sanpao, an out-and-out advocate for reform in China. In revenge his family have now been seized by the authorities who seek, as is usual with such men, to force the man they want on the score of filial piety to give himself up so as to free his parents. The chances, however, will be that Mr. Ch'iu's parents will not be liberated even if he should come back and give himself up, owing to his being one of those who are destined for summary decapitation when captured.- N. C. D News.

THE C.M.S. Hsinchi, Captain Patterson, which arrived at Shanghai on 19th inst. from Tangku, reports having sighted a steamer on Sunday last at 6 p.m., flying signals and apparently disabled, and the Hsinchi immediately bore down to her. On nearing her she was found to bethe Indo-China Company's ste imer Kingsing, Captain Young. Her signals indicated she had broken her shaft, and being ,within hailing oath not to participate further in the distance, Captain Patterson offered to tow the disable ship to Shanghai. This offer Captain Young declined with thanks, saying that he expected their company's steamer Lienshing to pass the following day and that she would take them in tow. The Hsinchi then proceed ed on her voyage. Captain Young wished to be reported all well and his vessel's position approximately was Lat. 34.09 N., Long 122.41 E. The Hsinchi reported moderate to fresh N.W. winds; cloudy and moderate sea. The disabled vessel was expected to reach port nex evening in tow of the Lienshing.

We have read plenty of stories about the incapacity of our War Office officials; how they refused an offer of 15,000 Basuto ponies, seasoned to the climate, at £15 each and sent out instead English horses at £40 each, which take weeks or even months to get used to their new environment; how last summer the Vickers-Maxim Co. reported that they had a large order from the Transyaal for Maxim guns and asked if they should execute it, and were told by the War Office that they were fully at liberty to do so; how they sent out all the City Imperial Volunteers armed with rifles with defective sights; but the latest story is incredible for its asinine stupidity. The Hon. W. J. Lyne, the Premier of New South Wales, offered a hundred service waggons for use in South Africa. "To this handsome offer, the reply from the War Office, sent through Mr. an infected port, by the Superintendent of Chamberlain, who must have chuckled when Customs, all vessels arriving there will be he saw it, was that the offer was accepted, but under the usual sanitary rules published on the that, they wish the vehicles to be inspected at. Woolwich'

we are compelled to hold over our report of Mr. Jones's lecture on "The Grip on Empire," given last night to the members of the Odd Volumes Society,

SEVERAL of the officers of H.M.S. Peacock have been under court-martial during the past few days, say the N. C. D. News, as the result of a recent accident at Yangtze Cape through which two steam-pinnaces were, among other things, lost. We understand that Lieut, and Comdr. S. G. Douglas has been dismissed the ship, as

has one other officer, while the case of a third is still before the Court. The command of the Peacock has been given to Lieut. C. P. R Coode, 1st. Lieutenant of H.M.S. Algerine, who happens to be now in Shanghai on leave.

News has been received in Shanghai, says the N. C. D. News of 20th inst., that the steamer Kiusei Maru (late Sin Nansing),-bound-from Yokkaichi to Weihaiwei, Chefoo, and Newchwang, with a general cargo, went ashere on Friday last on the Shantung Promontory. With the aid of a man-of-war, presumably British, she was got off early on Saturday morning and towed into Weihaiwai. The vessel with her cargo was considerably damaged and we are informed that there will be heavy claims on the cargo, which was mainly insured with the Japanese agencies of local companies.

THE Hamburg-American Line, and North German Lloyds, are having their two new mail steamers, fitted up with ice making, and refrigerating machinery, on the Linde system. One of the steamers has already left on a voyage to the East and in addition to her cooling chambers and ice making plant, has had two state rooms cooled. Sir Claude Macdonald recently occupied one of them on his return to the East, and the cool atmosphere added greatly to the comfort of the voyage. This system should it become popular, will greatly add to the comfort of the passengers, during voyage through the tropics. Altogether 20 steamers of the N. German Lloyd have been fitted out with the Linde system.

THE HONGKONG LAND INVEST MENT AND AGENCY CO., LD.

An extraordinary general mooting of the above company was held at noon to-day at their offices. "The following gentlemen were present:-The Hon. J. J. Keswick, in the chair, the Hon. C. P. Chater, Messrs. F. M. J. M. Graça, J. Hooper, A. Shelton Hooper, Paul Jordan, A. McConachie, J. M. Moses, J. M. Peter and A. G. Raymond.

The Chairman proposed the following re-

That the Profits accrued to the Company from the issue at a Premium of the New Shares in the Company, authorised to be issued by the Special Resolution passed on the 6th, and confirmed on the 23rd day of April, 1889, amount ing to the sum of \$1,250,000, and which was then carried, and is now standing, to the Credit of the Reserve Fund in pursuance of such Special Resolution, be capitalized and be applied in part payment of the Call of \$50 per share on all the Shares in the Company, to be made by the Board.

Mr. McConachie seconded and the resolution was carried unanimously. A vote of thanks having been proposed to the Chairman and Directors the proceedings terminated.

HONGKONG HOTEL CO., LD.

To-day at noon, the ordinary general meet ing of the shareholders in the above compan was held in the Hotel. Mr. E. Osborne presided and the following gentlemen were present ed :- Messrs. W. H. Potts, M. Bain, Hart Buck A. Babbington, E. D. Saunders, H. Looker, V Parfit, R. H. Potts, F. D. Goddard, D. Jones Henderson, G. T. Veich, C. Palmer, W. A. Cruicl shank, J. Y. V. Vernon, J. H. Lewis, J. E. Gomes, J. R. Michael, R. H. Philpot, P. Jordan Ho Tung, Ho Fook, Ho Kom Tong, Lo Cheun Shin, Ho Chok Tin, Chan Chan Nam, Ho Shang, Sang Kee, Leung King Shang, and C -Mooney (Secretary). The Chairman said-I propose with you

permission to take the Report and account as read. There is, I am sorry to say, a clerica error of \$10,000 in the body of the Report in comparing the profit on working with the pre vious year, but this of course does not affect the accounts. The business of the Hotel during the period covered by the Report, was distinct improvement on the corresponding six months of 1898, and it is gratifying to observe this steady advance, and contemplate the increasing popularity your establishment anot only amongs tourists and the shipping community, wh patronize us extensively, but also among local residents whose tastes and requirements are of somewhat an exacting character. We re commend a final dividend which is rather excess of our expectations, but we do in the belief that it is your wish the profit should be so appropriated and in the confidence that, business continues as it has been during the past year, this dividend can be fully maintained. As the Extraordinary meeting will be held immediately after this I will not detain you by making further remarks, but if there be any points connected with the Report which need explanation I shall be happy to give it to the best of my ability.

There being no questions the Chairman proposed and Mr. Douglas Jones seconded the adoption of the report and statement of accounts. Carried unanimously. Mr. Vernon proposed and Capt Goddard

seconded the re-election of Messrs. R. C. Wilcox and E. Osborne as directors. Mr. Veitch proposed and Mr. Michael second

ed the re-election of Messrs. W. H. Petis and W. H. Gaskell as Auditors. The Chairman thanked the shareholders for their attendance and said that the dividend

warrants would be ready to-morrow. As there was a few minutes to wait be fore the extraordinary meeting could be held. Mr. D. Jones proposed a most hearty vote of thanks to the directors for the most satisfactory. report that they had placed before them, and

for the steady improvement that had been made in the hotel during their tenure of office. He knew that the shareholders Companies in Hongkong were apt to receive their profit without even smacking their lips. He, himself, liked to give credit where credit was due and he had thanks to the directors. Carried.

Mr. Osborne thanked the meeting. An extraordinary meeting was held inmediately after, when the stricles of association were discussed and amended to bring them up to date requirements. The principal alteration being that the renumeration of directors was

"HIS EXCELLENCY THE GOVERNOR."

AT THE THEATRE ROYAL

Neither time nor place could have been more apt for the production of such a piece as !! His Excellency the Governor" as was yesterday and Hongkong; for Empire was in the air, the gity was full of it, Mr. Jones in his admirable lecture spoke of the blessings of it and the especial advantages to be derived from being a Crown Colony and as recently as last year we, in Hongkong, had an illustration of the remarkable intrinsic value of this form of government. Shorn of some of its extravagancies the piece acted last night by Messrs. Dallas and Company might fairly be taken as representing the state of mind in which our officials were plunged at the first burning of the matsheds in the Hinterland. The conclusion of the play is wonderfully realistic, His Excellency pats the Cabinet Minister on the back, the compliment is returned and-blunders forgotten.

The story of the comedy is wonderfully well

written, the dialogue sparkling throughout with

good natured humour, with the situations and

characters most realistic. We cannot hit upon

any one position that did not seem to be

perfectly natural under the circumstances.

The scene is laid in the vestibule of Govern-

ment House, Amandaland Islands, somewhere

in the Southern Pacific, where the climate is

salubrious and a certain aloe grows that blos-

soms once in a hundred years and when it does so and the pollen is blown by the wind on the genus homo the effects are most disastrous, causing a perfect epidemic of love. This happens at a most inopportune time, during the visit of Mr. Carlton, M. P., to the islands on a private tour of inspection, accompained by his sister and daughter. Stella de Gex, an actress with whom His Excellency had formerly been intimate, also comes to the island to give performances. She visits the Governor, recognises him and makes him give her quarters in Government House, at the same time passing herself off as a French countess. To understand the story it is necessary to state that previous to the M. P's. arrival, news has been received that the natives are threatening a rising on account of an ordinance reducing the number of wives allowed each inhabitant. The visitors come and the above mentioned pollen alights on their clothes; a terrible fever of love is the result. His Excellency the Governor, his private secretary and A. D. C. all falling madly in love with Miss Ethel Carlton, Mr. Carlton with the sham countess and Mrs. Bolingbroke (Carlton's sister) with His Excellency. The love passages between Ethel and her three lovers are most amusing, as each, jealous of the other, tries to make opportunities of forwarding their suite by fictitious orders, while H. E. attempts to capture the citadel of her heart by the weight of the importance of his official position. He, however, fails in his attempts and at last has to succumb to the remarkably skilful machinations of the elder lady, his dars ling's Aunt. The harmony of the billing and cooing is rudely broken by the advent of an officer with the news that the natives have risen. Panic ensues; the ladies barricade themselves, the M. P. and Governor taking due precautions for the safety of their own august personages. The alarm turns out to have been caused simply by a meeting of the natives in honour of the arrival of the M. P. The military, mistaking their intentions, fired a volley, which, owing to the new-pattern weapon used, was harmless and was afterwards explained away as having been fired in like honour. The M. P. gets His Excellency to telegraph home a complimentary report of his bravery during the trying circumstances and promises to recommend His Excellency, the Governor for the peerage. Mutual compliments are paid and the curtain drops on the assembly as they resume the more pleasant task of love-making. The piece was splendidly staged and each performer seemed perfectly at home in the role.

to which she or he was allotted. Mr. Dallas, as the affable governor, was true in every detail, maintaining his characteristics throughout most admirably. Mr. Bertram Hermann made a most amusingly pedantic private secretary much adverse to love in general but defeated by the aloe. Mr. Percival has a real military appearance and exhibited the true martial spirit in the dangerous operation of storming the female heart. Mr. Ferrel had a very good part and with all due respect to his histrionic powers we hope his depiction of a Cabinet Minister is not altogether correct. The ladies were certainly worth the trouble their presence had caused and we do not think that the lealousy shown by Capt. Carew and Mr. Baverstock was quite without a sympathetic feeling among the audience. They would have been content to have had the chance of a tere-a-tete with the neglected but self-imposing Stella de Gex. The other ladies were also charming. This comedy has been advertised for one night only but we are sure Mr. Dallas will consider the wishes of Hongkongites and put it on again; people who went last night, and there were plenty of them, the house being crowded in, all parts, will go again and take their friends with them to share in the metriment that is maintained from the rising of the curtain to the going down thereof.

DRAMATIS PERSONÆ. Sir Montagu Mariyn Kt. (Govr. of the Amanda-Capt. Charles Carew (A.D.C. to the Govr.), Arthur Percivil. Mr. Carlton, M.P. .. (A Cabinet Minister), J.B. Ferrell.

For only three nights (including to-night) longer does Mr. Dallas intend to stay in Hongkong,-future arrangements making imperative that he shall depart on Friday next The season has both, artistically and financially, proved a wonderful success, even surpassing the splendid records that the Company made last year. In "The Geisha" and "A Runaway Girl "Mr. Dallas has given tis productions the like of which we may safely say have never previously been attempted

by any travelling Company, and every credit is due to him for the tremendous success which has greeted his daring exploit-for tis no childs play to bring a- large and expensive company together with all the accessary scenery properties &c. from home to these faraway climes on the off chance of winning the approval of a critical audience, such as is to be found in almost every capital in the East. But. Mr. Dallas has succeeded, perhaps even beyond his own brightest expectations. To-night we have the great play which caused such tremendous controversy, both at home and abroad, and with which Mr. Dallas scored so largely last year, "The Sign of the Cross," Mr. Dallas as Marcus, and Mrs. Dallas as Mercia appear in characters that might have been written specially for them, so well do they fit them. To-morrow, "The Geisha" and on much pleasure in proposing a hearty vote of Thursday (the last performance) "A Runaway

FRENCH INDO-CHINA.

From Haiphong and from Tonkin generally bad news is constantly arriving, concerning the commercial deadlock, the Linguitable consequence of Governor Doumers, system of constantly increasing custom dues. The following

the past six months many important houses in Haiphong (all European) have liquidated, failed, or have been obliged to cease business, as well as three or four Chinese houses: As to Handi, about a score of Chinese merchants have been into the bankruptcy Court or have liquidated. All this has come about thanks to the paternal administration of our poor colony, by the eyer increasing vexatious taxes created for a yes or a no, and which will finish by undermining our small resources. Salaries are being cut down and things generally are at a very low ebb. Notwithstanding this, money is that irrepressible globe-trotter, H.E. M. for his yachting expenses (about 700,000 francs per annum). Pauvre Tonkin ! "

WATER-TUBE BOILERS.

On Saturday night a very interesting and enjoyable paper was read and listened to by the members of the Institution of Shipbuilders | showing a saving for the water-tube boiler of and Engineers of Hongkong, and their friends. Mr. Wilkes was the lecturer and the subject chosen was Water-tube boilers.

for the occasion.

The Vice President, Mr. Ramsay presided and in a few chosen remarks introduced the lecturer; just at this point H.E. the Governor and Viscount Suirdale arrived, and were received by the Company standing.

In the course of his paper, Mr. Wilkes

The subject I have chosen for my paper is ing, and one that I feel sure is of great interest to all members of the Engineering profession. We all know that for many years there was 144 %, Yarrow boiler 154. %, Thornycroft 15%,

almost a standstill as far as the construction of and with the Normand it is about 24 %. The sent time there are thousands of these boilers with those of thirty years ago, the writer sees but little change.

Engineers, it is my purpose to consider only adapted for marine purposes.

Engineering, and consequently, speed is the with single-ended. object aimed at. The low pressures of our fathers have given way to higher and more economical ones as greater powers or higher piston velocities are obtained with the higher pressures at a considerable reduction in weights, than in the old order of things, and the compound engine has had to give way in favour of the triple and quadruple expansion engines, and then the question arises how are we to supply this high pressure of steam required for these classes of engines; which must be done quickly and, if possible, economically, It will be my aim to show you that the watertube boiler will be able to meet these requirewithin the scope of this paper, give you more than a passing glance at a few of the many external diameter, and are termed the generkinds of water-tube boilers made.

Great advance has been made in the manufacture of steel, and by this means boilers are now made to give double the power for the same weight that obtained some thirty years ago. This advance in the manufacture of steel has a greater bearing on the subject I am bringing before your notice, than is generally credited, so much attention being directed to the form of

A few notable water-tube boilers are: (1) Large tube type.

"Babcock and Wilcock," "Belleville," and " Naclauses " (2) Small tube type.

"Thornycroft," "Yarrow," "Du Temple," the latter. "Normand," "Ward," and many others which, as I said, cannot be given the attention I should | this class, in ships, to arrange so that the ver-

The first water or tubulous boilers of any account were the "Babcock and Wilcox" and " Belleville," which passed through some twenty stages before they were brought to their present state of efficiency.

water tube boiler.

d.—There must be perfect circulation. of water contained in these boilers and the intense heat applied in raising steam rapidly, we must have a perfect rapid of circulation. You will see by the sketch No. 1, the Belleville boiler (which I will describe later on).

b.—Feed, which must be automatic and regular. This is a most essential feature and must be put into the boiler in a regular stream, as any interruption in the feed supply would cause the separator or top drum which supplies | of plates formed so as to allow for expansion the water for the tubes to soon become empty, and fitted with flame baffles on the inside, and and the tubes not getting their proper supply | protected by asbestos millboard, the fire bars would burn away with the intense heat of the are placed about 2 feet below the lower tubes. forced fires, you will see by sketch No. 2 an | Series of baffle plates are secured at intervals arrangement of automatic feed valve.

this boiler is done by passing brushes or of the tubes before passing off to the funnel. scrapers, on the outside of the tubes and having which the inside of the tubes can be cleaned

tube to be seen. boiler a long way ahead of the cylindrical boiler | water from the steam generating tubes flows to as a great advantage being, the easy transport | the return water tubes at each end of steam to any part of the world of the parts liable to collector. deterioration, and being able to disconnect the parts of the defective boiler with the ship's staff, tubes project into the steam collector some 8" send it up on deck, and the new parts down to 10,5 this is to ensure that the feed water and but having, as at present, to cut away the flow of steam from generating tubes. decks of the ship, &c., besides requiring the |. The feed water passes down return tubes to the

On Raising Steam.

under from 6 to 8 hours, and even then we find fof the principles of the "Belleville" boiler, I duced so rapidly it is almost impossible to the gauge glass to show the true level, we can Injure the water tube boiler in this manner. A lalways estimate the amount of water in the Haimun, from Keelung and Amoy, reports :--

paragraph received in a private letter by a | water tube boiler and the pressure carried, you | ments carried out at Messrs. Belleville's works | thick rainy weather, squally. From Amoy correspondent puts a very disheartening view | will all, I think, agree that 180 to 200 lbs. per I have shown that when the level of water in the | moderate N.E. winds and thick weather. From on the state of trade at present existing in the. square inch is about as far as we can go in the glass is about midway between the top and bot. Swatow moderate N. to N.W. winds, dark and "You will no doubt have learned that during | the thickness of plates that would be required | and seventh junction boxes, sufficient water is | Hailoong, Orestes, and Diamante. In Swatow: for the extra pressure of say, 350 lbs. per square | present to prevent overheating of the upper inch, and the trouble and expense entailed in tubes. working such plates; and again, the intense heat required would deteriorate the thick plates that presures, and when we want 350 lb. per square inch or more, the water tube boiler is the one we Let us see what it means? Take for example, en- I down, the feed pumps will work rapidly, and gines of 6,000 t. H. P., the weight of 3 water-tube boilers for these equals 63 tons for everything, boilers, water, funnels casings, brickwork, water pans, bridges, &c.; now 6000+63 gives us still found for the construction of theatres, and | 65'2 I. II. P. per ton of boiler. I admit this high power for weight is obtained at a loss of econo-Doumer can still find a corner in the budget | my, but for short spurts of two or, three hours, in a destroyer or torpedo boat, this is of the consideration. In a good double ended Scotch boiler 30 I. H. P. per ton of boiler is considered ed in a water-tube boiler for the same consumption of fuel as used in the Scotch boiler, thus

about 18 %. Then again taking Naval boilers of the double ended type, the average weight of water is The concert room was tastefully arranged equal to about 29% of the total weight, while The steam pressure for which these boilers were designed is, however, only 155 lbs. per square inch, with double ended boilers made in independent of any fluctuations of steam presaccordance to Board of Trade rules; for pressures of 150 lbs, the water is equal to 331 % of boilers the water is 33 % when designed in ac- drical boiler; this arranged difference of presone which concerns most of us here this even-, cordance with Admiralty rules. With the Bell eville boiler the water only 8 % of the total weight. With the Babcock and Wilcox about

- boilers was concerned, and the one boiler dry bottomed loco type, which is the great rival this brings us now to the reducing valve which almost universally used for steamships was the of the small tube of water tube boilers has one known as the cylindrical return-tube water to the extent of 30 % in the single-ended Scotch boiler, and I may say that at the pre- | design and 27 1 % in the double-ended. And again, in looking at the weight per I. H. P. in in use, and comparing the form of construction | lis., the Naval ordinary doubled ended boilers with forced draught equal 18 lbs. per 1. H. P., and with single ended ones 108 lbs., the lightest As this is a meeting principally of Marine of all equals 80% lbs. The "Belleville" and "Babcock and Wilcox" are both under 80 lbs., the particular type of water-tube boilers as and with an air pressure of 1" of water the

weight is as low as 70 lbs. with the Belleville. The ever growing tendency of the present | Taking the naval cylindrical boilers with natural day is to do things quickly, and time seems to draught, the average weight per I.H.P. is 121 be the essence of all contracts in-Marine lbs. with double-ended boilers, and 133 lbs. When the cylindrical boiler is designed in accordance with the Board of Trade rules the

difference is more marked, for here the doubleended boiler is such that the total weight per I.H.P. is 149 lbs, when the working pressure is 160 lb., and as much as 196 lbs. when it is 210 bs. pressure. Single-ended are heavier still, the Belliville Boiler is only 107 lbs per 1. H. P. with a working pressure of 250 lbs and the Babcock and Wilcox boiler 115 lbs for a pressure of 200 lbs. We will now consider the Belleville Boiler.

The Belleville boiler consists of a top cyclinder or steam collector, and lower water chamments, but you will understand that I cannot, ber or feed collector, with a series of straight | zigzagged tubes, these tubes being about 41/2 ating tubes, they are arranged in vertical groups. technically termed elements, and each element takes the form of a flattened spiral, so that there is a continual ascent from the feed collector to the steam collector; i is usual in this type of boiler for each element to contain 20 straight tubes of the diameter before mentioned; about 7' 6" in length, the ends of the tubes being connected by being screwed into malleable cast-iron boxes, which form the turns of the spiral. All other forms of large tube boilers have their tubes expanded into the junction boxes or headers, each front junction box having two small doors

line with the tubes for facility in cleaning

I may now point out that it is essential in tical plane through each element should be parallel with the fore and aft line, as if they are placed athwart ships, and the ship should have a list, the angle of half of the tubes wil be increased and the incline of the other half will be down instead of up, and on the applica-Now let us consider the essential points of a tion of heat the tendency of the flow of steam bubbles will be in opposite directions in contiguous tubes, and this action I have endeavoured When we come to consider the small amount to illustrate by Sketch No. 3. This action therefore necessitates the stokeholes being athwartship, as it is necessary to get at the end junction boxes to examine and clean the tubes, which could not be done with the tubes so arranged, if the boilers were placed side by side in a stokehole running fore and aft. series of eight ornine elements is placed side by side forming one boiler, and this is enclosed b sheet iron casing built up of a large number among the tubes to ensure, as far as possible,

Now let us see what goes on in the interior hand holes opposite each tube, by removing of the Belleville boiler when steam is being generated. You will notice by Sketch No. and examined; the tubes are large enough to that the feed enters boiler at the steam collector allow a light to be passed through them, thus | and thereby ensures circulation, also the heatenabling the condition of all the parts of the ling of the feed water which is discharged into the boiler at a much greater pressure than that d.—Facility for repairs and replacements. In | inside the boiler, it then falls to the bottom of this matter the writer considers the water tube | the collector and combining with the returning

It will be seen by sketch that the generating into the stokehold, and put same together with. Feturning water do not interfere with the free

use of large shear legs, which are not at all feed collector, to which the bottom end of each times available, this is, in my opinion, a great | element is connected, and from which each element receives its supply. The steam generated flows into the steam collector carrying with it a considerable quantity of water which We all know that in the present cylindrical is separated out by a system of baffles shown in boiler we should never dream of raising steam sketch No. 4. Having given you a rough idea the bottoms of the boilers are cold. Some will now proceed to describe the automatic feed

years ago, the writer, when in the Black Sea, regulator, as represented by sketch No. 2. noticed shortly after steaming away from port, Almost all types of water tube boilers have a manhole door leaking, and the water coming some system of automatic feed, some have from it was quite cold, although there was valves outside, and some juside, but all 70 lbs. of steam on the boiler, and the engines are actuated by means of a float, with the were working; now this, as you all know, must exception of the "Yarrow Boiler," where the be very detrimental to the boiler, and could opening for steam to the feed pump is on a not occur to a water tube boiler, for as soon as level with that desired to be kept in the boiler, the fire is lighted, circulation commences, and and as the water increases in the boiler, so it is quite possible and often known to get the pump is stopped from working by the steam in 20 minutes, and in a torpedo destroyer, entrance of water into the steam pipe of the known to the writer, she has been going 20 feed pump. Let us now consider what the knots seventy minutes after the fires were indication of the water gauge mean in the lighted on cold boilers, this must appeal to all "Belleville" boiler. The top connection is led of us, who have so long been associated with to the seventh junction box from the bottom, the Scotch boiler, as being almost incredible, and the bottom gauge connection to the bottom and I may tell you that although steam is pro- junction box, and although it is impossible for

Then again with regard to the weight of the | boiler at different rates of evaporation, as experi- | From Keeling to Amoy fresh N.E. winds and present type of cylindrical boilers, owing to tom connection of the gauge glass, i.e., the first cloudy weather. Vessels in Amoy:-Tientsin,

In estimating the amount of water to be kept in the gauge glass it must be borne in mind would have to be used for furnaces &c. for these | that the greater the rate of evaporation the higher the water will be shown in the gauge glass for the same amount of water in the boimust look to, and again in the matter of weight. Her, and it will be observed that, when slowing on speed being quickly increased, they will be found to work slowly or actually stopping.

The following results were obtained, as the amount of water, in the Belleville boiler, for the same indication on the gauge glass. The boiler experimented on when cold with the water level at working height held: 3,000 lbs; when burning 12 lbs. of coal per square foot of greatest importance, and fuel is a secondary fire grate, the amount had been reduced to 2,400 lbs.; at 20 lbs. per square foot it was 2,100 lbs., and when burning 30 lbs. per square very good, but as regards economical working | foot was reduced to 1,600 lbs.; so that what is 37 to 40 t. H. P. per ton of boiler, can be obtain- required is that the water, level in the gauge glass should be automatically kept higher at higher rates of evaporation. By the present arrangement; this is done by removing weights from the automatic feed regulator when workling at high rates of evaporation and replacing them on slowing down, each weight equaling-I" of water in the gauge glass. The working with single ended boilers it is about 26 %. pressure with the Belleville boiler is usually about 50 lbs, per square inchabove the working pressure at the engine, which makes the latter sure that may occur at the boiler and as the quantity of water contained is small and also the total weight and about 32 % with the single the steam space being small, such fluctuations ended boilers. With the gunboat type of are more liable to occur than with the cyclinsure also allows for the reduction of about 10g I lbs. per square inch due to wire drawing at the boiler orificies when working at full nower and also for the necessary friction in the pipes that must take place on its way to the engines, and must be used so that the pressure at the engines will be constant. I may say that the reducing valve is not an indispensable feature, and is, so far, mainly used in large engines. Sketch No. 5 shows a reducing valve.

A' recent fitting, which has considerably reduced boiler room area and increased the economical evaporative power, is the economiser, which is really a feed water heater, placed in the uptake and shown on sketch No. 1. This is similarly constructed to the main boiler, but with 21" diameter tubes, the feed water passes in at the bottom and out at the top; thence to the steam collector. "Belleville" as well as all other water tube boilers are fitted with self acting closing door to the ash pits, and fire extinguishers in the event of any tubes burst-

(To be continued.)

THE PUNJOM MINING-COMPANY, LIMITED.

The following is the report for presentation to the shareholders at the Third Ordinary General Meeting, to be held, at the Office, of the Company, No. 9, Praya Central, Hongkong, on Saturday, the 14th day of April, 1900, at noon: The Directors have now to submit the State-

ment of Accounts and Report of the working of the Company for the year ended the 31st December, 1899. From these it will be seen that the hope ex-

pressed in the last Report that under the management of Mr. L. L. Bailey a more flourishing state of affairs would exist at the end of the year has not been realised. Notwithstanding the reports of Mr. Bailey that prospects were encouraging, the result is

far from satisfactory, which may be accounted for by the fact that Mr. Bailey has not devoted the whole of his time to the interests of the Company, but undertook the management of another Mine in which he was largely interested, and that, too, countrary to the instructions of your Directors. This factioning to the knowledge of your

Directors, they dismissed Mr. Bailey forthwith. Mr. Thomas Howard, and Mr. Wm. Kerfoot Hughes, were invited to join the Board of 6 to 7 p.m.-Band Practice at Head-Quarters. Directors, and they accepted. The latter gentleman, who has been connected with the Company from its inception, proceeded immediately to the Mines to take charge of the Company's interests there. He found things in a bad state, and nearly all the old servants has been discharged or had left the service of the Com-

In addition to which, the embankment of the Reservoir supplying water power to the mill had been carried away by a flood, thus stop-

ping the crushing of ore by the mill. Other miners have now been engaged, as well as Mr. Terry, the Engineer under whose superintendence the Raub dam was constructed, and that gentleman takes charge of the reconstruction of our dam, and it is expected that in a few weeks the water will be diverted into the Mill race so as to enable crushing to be re-

Reports from Mr. Hughes and the miners are highly satisfactory.

Two new outcrops of gold-bearing quartz have been found within a short distance of the mill, and shafts are being sunk and a short line of rails between them and the mill laid down. The Directors therefore believe that in the

near future the shareholders will reap the benefit of the efforts how being made to develop the resources of the Company's large and valuable concession.

Messrs. D. Gillies and J. H. Lewis retire from the Board, but, being eligible, offer themselves | 4 p.m.-N. Y. K. steamer Fulami Maru leaves

for re-election. The Accounts have been audited by Mr. Fullerton Henderson, and the Board recommends him for re-election.

D. GILLIBS, Chairman. Hongkong, 20th March, 1899.

THE PLAGUE.

Cases reported to 26th instant during past 24 hours... 1

Deaths reported to 26th instant Do. do. during past 24 hours... 1 Tolal... 17

SHIPPING REPORTS.

Capt. J. Kirk, of the steamship Fushun; from Shanghai, reports:-Dull overcast weather (About) N. P. S. Co's Olympia leaves for Victhroughout, strong monsoon and high sea from Tong Ting to Lammock.

Captain L. T. Hannah, of the steamship Machaen, from Liverpool, reports:- Left Singapore at 2 p.m. on the 21st inst. had fine weather to 20 miles south of Gap Rock, then fog, anchored at Ladrones to hours, arrived at Green Island at 7 p.m. on the 26th.

Captain A. E. Hodgins, of the steamship 1 9 p.m.—Concert by Mr. Alex Marsh in

"Capt. J. Fowler, of the steamship Phra Chom Klas, from Bangkok and Koh-si-chang, reports:-Left Bangkok on the 17th inst. and Koh-si-chang on the 18th, experienced fine weather with light N.E. winds throughout, at 6 p.m. on the 24th, in consequence of dense fog setting in anchored off Gap Rock, on the 20th left for Hongkong dense fog setting in again, anchored off Green Island, left at 5 a.m. and arriving at 6 a.m. on the 27th.

-Dagmar, Choysang, Taiwan, and Kinkiang.

NOTANDA.

CALENDAR.

MARCH. Meteorological means based on len years' observations to 1893. Barometer30.141 Thermometer57.3 Humidity......79.0 Rainfall 1.76 TO-DAY. WEATHER REPORT.

On date at On date at Barometer...... 30.19 Temperature 65 Humidity 79 Rainfall................. o.ot TO-DAY. Tuesday, 27th March, 1900.

Chinese-27th of 2nd moon of 20th year of Kwang sii. Sun-Rises 5hr. 58min. Sets 6hr. 13min. High water-Morning 7hr. 52min. Afternoon 9hr. 13min. Low water-Morning 2hr. omin. Afternoon 2hr. 37min. -ANNIVERSARIES.

1802—Treaty of Amiens. 1875-Wreck of s.s. Yen-tsze-fu near Amoy. 1,895-The British East African Company surrendered its charter to the Government. 1897-Khorat Railway opened by King of

1898-Russo-Chinese Convention re Linotung signed at Peking.

TO-MORROW.

Wednesday, 28th March, 1900. Chinese-28th of 2nd moon of 26th year of 8 Kwang-su. Sun-Rises 5kr. 58min. Set 6hr. 12min. High water-Morning 4hr. 54min. Afternoon7hr. 27min. Low water-Morning ohr. omin.

ANNIVERSARIES. 1854-War declared against Russia. 1858-The Shanghai Chamber of Commerce presented a memorial to Lord Elgin. 1871-Proclamation of the Paris Commune. 1884-Duke of Albany died.

Asternoon ohr. 16min.

1894-The Korean political refuge Kim Ok Kium assassinated at Shanghai. 1897—Indian Relief Works employing 2,811,000 persons.

AGENDA.

TO-DAY.

9 p.m.-Mr. Henry Dallas' Company "The Sign of the Cross " at the City Hall.

TO-MORROW.

Cargo ex Benledi subject to rent. Noon-L. C. & N. Cos' steamer Chelydra leaves for the Straits.

H.K.V.C. ORDERS. 5.30 p.m.-Squad Drill for all Units at Head-Quarters. 5 to 6 p.m .-- Band Practic for unenrolled Drummers at Head-Quarters.

9 p.m.-Mr. Henry Dallas' Company "The Geisha" at the City Hall. THURSDAY, 29th.

3 p.m .- 22nd Ordinary Annual Meeting of Shareholders of the China Sugar Refining Co. Ld. 3-p.m.-Meeting of the Legislative Council. 4 p.m.—Cargo ex Tientsin subject to rent.

4.15 p.m.-Meeting of the Sanitary Board. 5 p.m.—An Extraordinary General Meeting of the members of the Hongkong Club. for 5.30 p.m.-A Regular Meeting of the Eothen Mark Lodge, No. 264. N. L. steamer Austria leaves New York via

Suez Canal. o p.m.-Last night Mr. Henry Dallas' Company "A Runaway Girl" at the City Hall.

H.K.V.C. ORDERS. 4 to 5.30 p.m.—Annual Revolver Course for the officers and staff Sergeants of Corps at the Revolver Range.

5.30 p.m. F. B., Gun Drill at Head-Ouarters. 5:30 p.m.-"A""B"&"C" Co., Gun Drill at | Mar. 27, Taicheong, German str., for Singapore, Head-Ouarters. 5.30 p.m.—Trumpeter's Class at Head-Quarters.

FRIDAY, 30th. Noon-N. Y. K. steamer Hiroshima Maru for Bombay via Singapore & Colombo. In accordance with the Articles of Association | 4 p.m.-I. C. S. N. Co's steamer l'uensung leaves for Manila. tor Manila.

Cargo ex Weimar subject to rent. H.K.V.C. ORDERS. 5.50 p.m.—Squad Drill for all Units at Head-

5.30 p.m.-F. B., Squad Drill at Kowloon

SATURDAY, 31st. Noon-11th Ordinary Annual Meeting of

shareholders of the Green Island Cement Co., Ld. Noon-His Excellency the General will meet the subscribers to the South African Fund in the Council Chamber. Noon-P. & O. S. N. Co's steamer Parramatta

leaves for London &c. p.m.-The Victoria Recreation Club's Sixth Athletic Sports. 12.30 p.m .- 18th Ordinary Annual Meeting of shareholders of the Luzon Sugar Refining Co., Ld.

C, and O. S. Co's steamer Lady Joicey leaves. for San Diego and San Francisco. toria B. C., and Tacoma.

SUNDAY, 18th APRIL 4 p.m.-Cargo ex Malacca subject to rent.

> MONDAY, 2nd. Pension Day: TUESDAY, 3rd.

Grome's Hall.

SHIPPING AND MAIL NEWS.

MAILS DUE. English (Bengal) 29th inst. Indian (Lightning) 31st inst. American (America Marii) and prox. Australica (Eastern) 3rd prox. German (Konig Albert) 3rd prox. Tacoma (Sikh) 5th prox.

German (Prinz Heinrich) 5th prox.

American (Gaelic) 20th prox.

The O. & O. S. S. Co.'s steamer Lady Jocey. on the 25th inst., and is due in Hongkong on 20th inst.

The N. Y. K.'s steamer Sanuki Maru, Europe Line left Singapore for this port to-day and is expected to arrive here on the 31st inst.

HONGKONG AND WHAMPOA DOCK RETURNS. Isla de Cuba..... at Kowloon Dock Jacob Diederichsen H.M.S. Waterwitch. .. Chelydra U.S.S. Monadnock ... ,, Empress of China ... ,, D. Juan d'Austria ... , Cosmopolitan Peiyang

PASSED THE CANAL. Ontward-13th March-Japan, Bamberg Glenshiel, Konigsberg, Pingsuey, Lesbury. 16th Mar .- Ernest Simons, Hakata Maru, Idomenus, Alcinsun, Verona.

Homoward-13th March-Hitochi Maru. 16th March-O!derburg.

Arrivals at Home-16th March-Carmarthenshire, Sachsen.

Arrivals.

Korea, Russian steamer, 4,600; Berenzan, 26th Mar., -- Singapore 20th Mar., General. --Melchers & Co.

Tritos, German steamer, 1,033, P. Lassen, 26th Mar, -Saigon 21st Mar., Rice .-Siemssen & Co. TRYM, Norwegian steamer, 710, Hannestad,

26th Mar.,--Chefoo 21st Mar., General.-Chinese. ORESTES, British steamer, 2,992, T. Peters, 26th Mar.,—Amoy 25th Mar., General.—

Butterfield & Swire. VICTORIA, Swedish steamer, 825, Hillberg, 26th Mar.,-Cardiff 4th Feb, and Singapore 19th Mar., Coal.—Harling, Buschmann & Menzell, FUSHUN, Chinese steamer, 1,504, J. Kirk, 26th

Mar.,-Shanghai 23rd March, General.-C. M. S. N. Co. COPTIC, British steamer, 2,744, J. C. Rinder R.N.R., 27th Mar., - San Francisco 27th Feb., and Shanghai 25th Mar., Mails and

General.—O. & O. S. S. Co. PHRA CHOM KLAO, British steamer, 1,011, J Fowler, 27th Mar.,-Bangkok 17th Mar., and Koh-si-chang 18th, Rice, &c.-Butterfield & Swire. MACHAON, British-steamer, 4,276, L. T. Han-

nah, 27th Mar.,—Liverpool 17th Feb., and Singapore 21st Mar., General.—Butterfield & Swire. GLENFARG, British steamer, 2,350, F. Selly 27th Mar. - London 3rd Feb., and Singapore 21st Mar., General.—McGregor Bros

& Gow. HAIMUN, British steamer, 636, A. E. Hodgins . 27th Mar., - Keelung 24th Mar., Amoy *25th, and Swatow 26th, General. - Douglas, Lapraik & Co.

FUTAMI MARU, Japanese steamer, 2,381, Thom, 27th Mar.,—Nagasaki 23rd Mar., General.—Nippon Yusen Kaisha. Halloong, British steamer, 783, H. Bathurst, 27th Mar.,-Amoy 26th Mar., General.-

Douglas, Lapraik & Co. WOSANG, British steamer, 1,127, R. Johns 27th Mar.,-Tientsin 22nd Mar., General -Jardine, Matheson & Co. TATEGAMI MARU, Japanese steamer, 1,673, M

Tornæ, 27th Mar., -- Moji 22nd Mar., Coal -Jefferies. DECIMA, German steamer, 965, C. Christiansen 27th Mar., - Saigon 22nd Mar., Rice .--Siemssen & Co.

Clearances at the Harbour Office. Kwanglee, Chinese str., for Shanghai. Emma Luyken, German str., for Singapore. Chunsang, British str., for Canton. Kagoshima Maru, Japanese str., for Moji. Trym, Norwegian str., for Canton. Ixion, British str., for Shanghai. Serbia, German str., for Shanghai. City of Rio de Janeiro, American str., for S'hai Orestes, British str., for Singapore. Kwai Lum, British steam-launch, for Macao. Hoihao, French str., for Hoihow.

Dopartures.

Haimun, British str., for Swatow.

Pak Kong, British str., for Canton.

Mar. 27, Haitan, Pritish str., for Swatow. Mar. 27, Lyeemoon, German str., for Canton. Mar. 27, Fooksang, British str., for Canton. Mar. 27, City of Rio de Janeiro, American str.,

for San Francisco. Mar. 27, Undaunted, British cruiser, for Wei

Mar. 27, Kwang Lee, Chinese str., for Shai. Mar. 27, Pronto, Norw. str., for Vladivostock. Mar. 27, Queen Adelaide, British str., for Moji. Mar. 27, Sado Maru, Jap. str.; for Singapore. Mar. 27, Ixlon, British str., for Shanghai. Mar. 27, Serbia, German str., for Shangnai. Mar. 27, Chinkiang, British str., for Canton. Mar. 27, Trym, Norwegian str., for Canton.

Mar. 27, D'Entrecasteaux, French cruiser, for Mar. 27, Wheeling, American gunboat, fo Manila.

Mar. 27, Fushun, Chinese str., for Canton.

Passengers-Arrived

Per Phra Chom Klao, from Koh-si-chang-40 Chinese. 'Per Machaon, from Singapore-Mr. Muir, and 540 Chinese.

Per Haimun, from Coast Ports-Capt, Frewin, and 70 Chinese. Per Korea, from Singapore-Mr. and Mrs. Grinjess, and 104 Chinese.

Per Fushun, from Shanghai-Mrs. Mallan and 2 children, and Mrs. Bassett. Per Coptic, from San Francisco, &c.-Miss A. J. Kennon, Messrs. C. Maillot and H. Lachlan, Mrs. M. A. Koehler, Mr. C. C. Carpenter, Mrs. Carpenter, Miss Clara Carpenter, Mr.

Chas. D. Sias, Mrs. Sias, Miss R. V. Adams, Mr. J. W. Morrison, Mrs. Morrison, Messrs. W. S. Ennis, Kwan Su Sing, Jacob Vis and H. Schulz, Mrs. Schulz and two children, Mr. Fung Nam Pak, Rev. S. T. Williams, Miss L. A. Owen, Mrs. James H. McRae, Messrs. Donald McRae, Dorothy McRae, W. B. Jones and J. Williams, Mrs. Williams, Miss Williams, Mr. A. M. Henry, Misses F. F. Henry, F. S.

Henry and Blanche Platt, Messrs. R. Platt,

E. Clarkson, H. Brost, Emest Wheeler, Phil.

Baldwin and W. Miller, Mrs. F. F. Morshon

and 154 Chinese. Per Haildong, from Amoy-Mr. McPherson,

15 Chinese and I Japanese. Per Futami Maru, from Japan for Hongkong -Capt. Lehman, Messrs. Mead, H. Peterson, E. Krubbe, M. Kawai, K. Kawaba, T. Narimatsu, E. Buss, R. Harmes, B. Begam, Mrs. Yang Shi, Mrs. Lai Shi, Mr. and Mrs. Wong Foor, Messrs. Youngman and Corn She. For Manila-Mr. T. Hajio: For Brisbane-Messrs. W. B. Taylor, B. F. Yaedweyn, Mr. and Mrs. J. Wright, Misses A. and D. Wright (3), and Master B. Wright. For Thursday Island-Mr. Kamizi. For Sydney-Mr. Shinglton, For Melbourne-Misses Constance A. Dening, L. Dening, Mr. Watson, and Capt. J. G. Ahier.

Per City of Rio de Janeiro, for Shanghai-Messrs. A. J. Elliott, R. Elliott, Lee San Yat and native servant, J. Elder and Frank Smith. For Nagasaki-Mr. G. W. A. Bruce. For Kobe--Mrs. W. Hawehurst, Miss N. W. Burnett, Messrs. F. Burnett and J. H. Smith. For Yokohama-Captain D. Williams, Messrs. C. II. Fearon, H. Warrender and J. Elson. For San Francisco-Marquis Alfonso Ferrero, Messrs: Emilio Barbaroux, Marino Solinas, J. W. Parmelec, E. W. Bonnaston, G. B. Ryan, R. Turner and C. E. Lindquist, Mrs. H. Giove, Miss M. Robino and Mrs. Chong Moy. For Portland-Mr. L. L. Hopkins. For London-Miss E. B. Zelley, Messrs, R. Ogivie and G. R. Home. For Paris-Messrs, Jacques de Lepeyriere, J. Bernard, Capt. C., Fanera, Messrs. M. Schroder, Chun Yun and servant.

· STEAMERS EXPECTED

Names.	From.	Due,	
Hiroshima Maru Bengal Lightning Sanuki Maru America Maru Konig Albert Enstern Prinz Heinrich Sikh Gaelic	Singapore Singapore Singapore Japan Japan Shanghai Port Darwin Colombo Tacoma	Mar. 29th Mar. 31st Mar. 31st April 2nd April 3rd April 3rd April 5th April 5th	

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Trojected Sailings" are now published in these columns, and in so doing respect-fully arge the managers of shipping firms to give orders to their clerks to furnish this office, on the forms already supplied gratis with the latest available information every day.

PROJECTED SAILINGS.

-	Ship.	Destination.	Date.
•			
	America Manu	San Francisco, &c.	Anvil tash
		New York	
h		Straits, &c	
-	Belgian King	San Diego, &co	May 26th
	Bengal	Shanghai	Mar. 30th
5	Carmarthenshire.	San Diego, &c	May 12th
h !	Carlisle City	San Diego, &c	April 28th
d		Singapore, &c	
		San Francisco, &c.	
	Chingtu	Sydney, &c Ningpo	April 10th
:	Chinkiang	Ningpo	Mar. 31st
	City of Peking	San Francisco, &c.	April 318t
		San Francisco, &c. San Francisco, &c.	
d		San Francisco, &c.	
d		Sydney, &c	
		Vancouver,&c	
/,	Emp. India		April 25th
/, -	Emp. Japan		May 16th
۶۰ ا	Futami Mare	Manila, &c	Mar. 30th
	Gaelic	San Francisco, &c.	May 1st
3,	Glenogle	San Francisco, &c. Victoria, B.C. London	April 24th
y	Glaucus	London	April 3rd
۶,	Hamburg	Straits, &c.	May 30th
	Hector	Liverpool	April 15th
••	Lizarbina Maru	Havre, &c Bombay, &c	Mor doth
"	Hongkong Mari	San Francisco, &c.	May Rth
t,	Tava	London	April 6th
-	Kawachi Maru	London	April 13th
	Kinshiu Maru	Victoria, B.C	April 19th
,	König Albert	Straits, &c	April 4th
ļ.	Lady Joicey	San Diego, &c	Mar. 31st
,	Lovstakken	New York	April 5th
•	Malacca	Shanghai, &c	Mar. 28th
••	Massilla	Marseilles, &c	April 14th
١,	Mikawa Maru	Shanghai Portland, &c	Mar. zoin
<u>.</u>	Manchana	Tientsin	Anril 4th
	Ninnon Maru	San Francisco, &c.	May 21st
		Straits, &c	
	Olympia	Victoria, B.C.	Mar. 41st
	Parramatta	Marseilles, &c	Mar. 31st
	Pathan	New York	April 7th.
	Preussen	Straits, &c. ,	May 16th
	Prinz Heinrich	Straits, &c.	May and
	Queen Adelaide	Victoria, B.C	May 5th
	Rosetta	Japan	Mar. 31st
i.		Straits, &c	
••		Havre, &c.	
	Sihiria	Havre, &c.	April 20th
٠.	Sikh	Victoria, B.C.	April 14th
		San Diego, &c	
	Stuttgart	Straits, &c	July 26th
	Thyra	San Diego, &c	June 9th.
	Weimar	Straits, &c	April 18th
Ç,			

SWATOW WEEKLY SHIPPING REPORT.

(March 24th, 1900.)

-	-		RRIVALS.	
	Date.		Where from.	
	Mar. 18 C	heanghock Kiar	Hongkong	L. Y. & Co
- 1				
. '	9 F	omnosa	Amoy	p. br. & Co
·	. , 19[1	altoong	Amoy	"" R S'CA
	12 2	laidzuru Maru	•• ''	B. & S.
. !	10 6	oorbow	Wuhu	
•	1 20 T	amsui Maru	Amov	B. & Co.
	20 T	aisang	. Shanghai	J. M. & C
	Sloc polSi	am	lIfongkong	113, & Co. 🔻
,	, an T	hales	Amoy	J. M. & Co
1	31 D	ngmar	II kow & Chinklar	ig. M. & Co.
r.	1 21 21 21	aiching	Hongkong	hi~ vi• 🗷 🙉
	n 21/5	oksang	Wuhu Hongkong Amoy Hongkong Shanghai	····
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ır	11 22 11 11 23 F	orinoia	Hongkong	19
	92 K	luklang	Shanghai	B. & S.
		longkut	. Hongkong	الحاليمة فأنمهم
	,, 22 N	ewchwang	., Chefoo	
_	,, 23][angchow	ChelooShanghai & Amoy Amoy Hongkong	ند . ور " و ا
_ (2 33 C	harierhouse	[Attioy	I., Y. & Co
-	11 a3ID			
•	•	DE	PARTURES.	
	Date.	Vessels.	Destination.	Agents
	Mar. 1511c	hang	Shanghai	D, & S.
']	,, z# SI	shan	Shanghai	B. & Co. 1
;. l		heanghock Kian	Amoy]L., Y. & Co
. 1	- A!T-	ene F	Aring & Shanghat	· IC: M. & Ca

.... rollfaileong 21 Tamsui Hongkong J. M. & Co. ... 22 Formoia Hongkong 22 Haitan

- SHIPPING IN PORT. Date. Vessels. Where from Agents.

Mar. 91 Loksang Wuhu M. & Co.
21 Dagmar Hankow & Ckiang M. & Co.
Shanghal D. & S.
Chefoo Shanghal & Amoy Shanghal & Amoy Mangellow Shanghal & Shanghal & Amoy Mangellow Shanghal & Shanghal &

THE TWENTY SECOND ORDINARY ANNUAL MEETING of the SHARE-HOLDERS of the Company will be held at the Offices of the General Agents, on THURSDAY, the 29th March, at 3 P.M. for the purpose of receiving their Report with a Statement of Accounts, ending to the 31st December, 1899.

The TRANSFER HOOKS of the Company will be CLOSED from 16th to 29th instant, both days inclusive. JARDINE, MATHESON & COL

General Agents. Hongkong, 9th March, 1900. [311b] F HONGKONG CLUB.

NOTICE.

A N EXTRAORDINARY GENERAL A MEETING of the MEMBERS of the ·Club will be held in the CLUB House, on THURSDAY, the 29th March, 1900, at 5 P.M., for the purpose of confirming or otherwise the RESOLUTION passed at the Extraordinary General Meeting held on the 13th instant. C.H. GRACE,

Hongkong, 19th March, 1900. GREEN ISLAND CEMENT COMPANY LIMITED.

THE ELEVENTH ORDINARY AND NUAL MEETING of SHARE-HOLDERS in the Company will be held at the COMPANY'S OFFICE, No. 9, Praya Central, Victoria, on SATURDAY, the 31st March, at 12 o'clock NOON, for the purpose of receiving a Statement of Accounts and the Report of the. General Managers for the year ending 31st December, 1899, declaring a Dividend and electing a Consulting Committee and Auditors, The TRANSFER BOOKS of the Company

will be CLOSED from the 27th to the 31st instant, both days inclusive. SHEWAN, TOMES & CO., General Managers.

Hougkong, 23rd March, 1900. SOUTH AFRICAN WAR.

SAILORS AND SOLDIERS FAMILIES FUND. LIIS EXCELLENCY SIR HENRY A BLAKE, G.C.M.G., will be glad to MEET the Subscribers to the above Fund at

the COUNCIL CHAMBER, on SATURDAY, the 31st instant, at NOON, when Final Statement will be produced; and the Committee formally dissolved. By Order, T. JACKSON;

Hon. Treasurer. Hongkong, 26th March, 1900. LUZON SUGAR REFINING CO. LIMITED

NOTICE. THE EIGHTEENTH ORDINARY AN-

I NUAL MEETING of the SHARE-HOLDERS of the Company will be held at the Offices of the General Agents, Petidar Street, at 12.30 P.M., on SATURDAY, the 31st March, for the purpose of receiving their Report and a Statement of Account to 31st December, 1899.
The TRANSFER BOOKS of the Company

will be CLOSED from the 24th to the 31st instant, both days inclusive. JARDINE, MATHESON & Co., General Agents.

Hongkong, 20th March, 1900. THE PUMJOM MINING COMPANY, LIMITED.

TOTICE is hereby given that the THIRD ORDINARY GENERAL MEETING of SHAREHOLDERS in the above Company will be held at the Office of the Company, ing the Report of the Directors and the Statement of Accounts to the 31st December, 1899, and for the election of Directors and Auditors. The TRANSFER BOOKS of the Company will be CLOSED from the and to the rath April, both days inclusive. By Order of the Board of Directors,

"W. H. GASKELL, Secretary, Hongkong, 26th March, 1900 [391b

ANNONCE.

A commission soussignée, chargée par le government de Macao de procéder à l'acquisition d'une drague, un remorqueur et. deux chalands pour le port de Macao, rend public que, pour la fourniture de ce matériel, il est ouvert concours pendant 120 jours à partir de la date de cette annonce, et que les conditions pour le concours peuvent être examinées dans la Direction des travaux publiques à Macao, et dans les consulats du Portugal à

Hongkong, Shanghae et Saigon. Les propositions avec les dessins respectifs et les spécifications d'accord avec les conditions doivent être adressées au "President de la commission des travaitx du port de Macao," par le quel elles seront sculement reçues jusqu'au 22 Juillet de cette année.

Macao, le 24 Mars 1900. - Augusto Cesar d'Abreu Nunes, directeur des travaux publiques .- Antonia Talone da Costa e Silva, capitaine du port.-João Augusto de Fontes Pereira de Melle, capitaine de corvette.-Arthur Tamagnini Barbosa, inspecteur des finances .--José Maria Lopes, mecanicien de marine. Hongkong, 26th-March, 1900.

EYE-SIGHT.

'Mr. N. LAZARUS, Occulist-Optician, of London and Calcutta, may be consulted for SPECTACLES at BREWER & CO., (Under the HONGKONG HOTEL).

Business Hours 9 A.M. to 5 P.M. A great proportion of cataracts and diseases affecting those advancing in life occur to those. Thyra...... 3,406 | about | June 9

having some dificiency in the construction of the eyes,-the many years of "Eye Strain" ending in serious forms of diseases. Glasses specially adapted in youth to those requiring them save and preserve the sight.

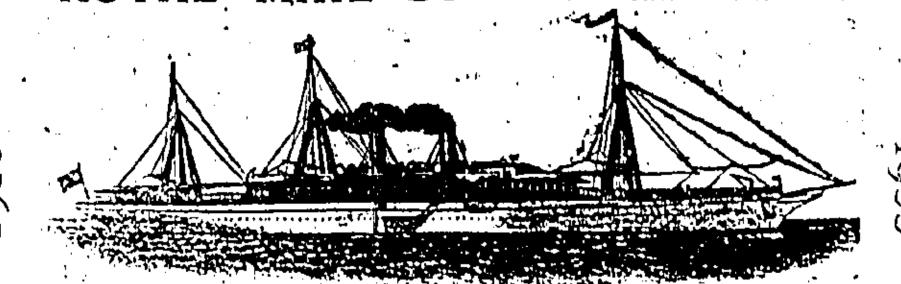
dimness when reading, weak eyes, the letters running together; any of these symptoms indicate a deficiency in the form of the eye requiring Glasses only to correct and cure. Mr. LAZARUS supplies his SPECTA-CLES only after testing the sigh. ADVICE FREË.

DART LOONG. LADIES' DRAPERS, OUTFITTERS AND

TAILORS. 51 & 53, Wellington Street.

ATEST STYLES in Ladies' Dress Materials direct from Manufacturers. The Ladies' Tailoring Department is on the Premises and under the Superintendance of YUEN LEE Hongkong, 14th March, 1900.

PACIFIC RAILWAY COY.'S CANADIAN ROYAL MAIL STEAMSHIP LINE.



PUNCTUALITY. THE FAST KOUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships-6,000 Tons-10,000 Horse Power-Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA ... Comdr. R. Archibald, R.N.R. ... WEDNESDAY, 4th April EMPRESS OF INDIA ... Comdr. O. P. Marshall, R. N.R... WEDNESDAY, 25th April, EMPRESS OF JAPAN ... Comdr. Geo. A. Lee, R.N.R. WEDNESDAY, 16th May.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD.

Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the disersity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled. For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

Pedder's Street.

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

STEAM FOR

EGYPT, MEDITERRANEAN PORTS,

PLYMOUTH AND LONDON.

PERSIAN-GULF, CONTINENTAL and

AMERICAN PORTS.)

"PARRAMATTA,"

Captain A. Symons, carrying Her Majesty's Mails, will be despatched from this Port for

MARSEILLES and LONDON (DIRECT),

on SATURDAY, the 31st instant, at Noon,

taking Passengers and Cargo for the above

Parcels will be received at this Office until 4

Shippers are particularly requested to note

H. A. RITCHIE,

Superintendent.

the terms and conditions of the Company's

OCCIDENTAL AND ORIENTAL

STEAMSHIP COMPANY.

JAPAN, THE UNITED STATES,

CENTRAL AND SOUTH AMERICA

AND EUROPE;

THE OVERLAND RAILWAYS,

STEAMERS.

VIA INLAND SEA OF JAPAN AND

PROPOSED SAILINGS FROM HONGKONG.

Nagasaki, Kobe, In- [Thursday, 5th April,

Nagasaki, Kobe, In- [Tuesday, 1st May,

Nagasaki, Kobe, In- (Wednesday, 23rd May,

will be despatched for SAN FRANCISCO, via

SHANGHAI, NAGASAKI, KOBE, IN-

LAND SEA, YOKOHAMA & HONOLULU

Steamers of this line pass through the IN-

Through Passage Tickets granted to Eng-

land, France and Germany by all trans-Atlantic

lines of Steamers, and to the principal cities

LAND SEA OF JAPAN, and call at Honolulu.

on THURSDAY, the 5th April, at Noon.

at Noon.

at Noon.

at Noon.

C. L. GORHAM,

Acting Agent.

Coptic (via Shanghai,)

land Sea, Yokohama

and Honolulu),

and Honolulu).

and Honolulu).

Gaelie (via Shanghai,

land Sea, Yokohama

Doric (via Shanghai,

land Sea, Yokohama

THE Company's Steamship

journey at any point en route,

tained upon application.

Hongkong, 17th March, 1900,

to Europe.

HONOLULU.

For further Particulars, apply to

Hongkong, 17th March, 1900.

P.M. the day before sailing. The Contents and

THE Steamship

Bills of Lading.

STRAITS, CEYLON, AUSTRALIA, ADEN,

D. E. BROWN, General Agent, Hongkong, 14th March, 1900.

STEAMSHIP COMPANIES.

VLA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

> PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, · IN CONNECTION WITH ·

NORTHERN PACIFIC RAILWAY CO Olympia | 2,837 | J. Truebridge | Mar. 31 Sikh | 2,747 | J. Rowley ... | April 14 (Through Bills of Lading issued for BATAVIA. Glenogle | 3,750 | W. Frakes ... | April 24 QueenAdelaide 2,832 | F. McNair... | May 5 Atso

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGA-TION COMPANY.

Monmouthshire | 2,874 | W. A. Evans | May19 Ports. Braemar | 3,601 | W. Watt ... | June 9 Monmouthshire | 2,874 | W. A. Evans | Aug. 4 | Value of all Packages are required.

THE attention of Passengers is directed to 1 the very cheap-rates offered by the Line, HONGKONG TO LONDON £47. Excellent accommodation. First-class Ta-

bles. Doctor and STEWARDESS carried. HONGKONG TO NEW YORK £41. 9, Praya Central, on SATURDAY, the 14th | The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of TAKING CARGO AND PASSENGERS TO

he first class ATLANTIC MAIL LINES. HONGKONG TO TACOMA £28. Rates of Passage to other Points on application. Special rates allowed to members of Govern-

ment Services. Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United ATLANTIC AND OTHER CONNECTING States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer, to the Freight Agent, Tacoina, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing. For further information apply to

DODWELL & CO., LIMITED,

General Agents. Hongkong, 24tl: March, 1900.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FEJRAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND

HONOLULU. Taking Cargo and Passengers to JAPAN PORTS,

and Honolulu	, The U	INITED ST	fates, &c
Lady Joicey	3,194	on	Mar. 31
Strathgyle	5,023	about	April to
Garlisle City	3,002	about	April 28
Carmarthenshire	2,929	about	May 12
Belgian King	3,379	about	May 20
71			1 7

THE Steamship

"LADY JOICEY," will be despatched for SAN DIEGO and to Government officials and their families, Constantly recurring headaches, spells of SAN FRANCISCO, VIA KOBE, YOKO-HAMA & HONOLULU, on SATURDAY, the 31st instant,

Through Bills of Lading issued to any point not apply to through fares for China and Japan in the United States. -. Cargo will be received on board until 5 P.M.

time. All parcels should be marked to address | previous to sailing. in full. Value of same is required. Consular Invoices, to accompany cargo des- tined to Points beyond San Francisco, in the tined to Points beyond San Diego, should be United States, should be sent to the Company's Collector of Customs, San Diego. San Francisco.

For futher information as to Freight or Passage, apply to BUTTERFIELD & SWIRE,

Agents. Hongkong, China and Japan. Hongkong, 16th March, 1900.

Mails.

YUSEN KAISHA.

Mails.

(THE JAPAN MAIL STEAMSHIP COMPANY.)-



PROJECTED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION. STEAMERS. SAILING DATES.

MIRAWA MARU (SHANGHAI, CHEMULPO and) To-morrow,28thMarch,at

{ MANILA, THURSDAY ISLAND, } FRIDAY, 30th March, at TOWNSVILLE, BRISBANE, } FRIDAY, 30th March, at FUTAMI MARU...... SYDNEY and MELBOURNE ...)

{ MARSEILLES, LONDON & ANT- } WERP, VIA SINGAPORE, PENANG, } COLOMBO and PORT SAID........... KAWACHI MARU ,..... I. S. Thompson VICTORIA, B.C. and SEATTLE, THURSDAY, 19th April, at *Kinshiu Maru...... U.S.A., VIA SHANGHAI, KOBE and W. Brady Уоконама

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and

Local Branch Office at No. 7, Praya Central. A. S. MIHARA.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's

HAMBURG-AMERIKA

NORDDEUTSCHER LLOYD.

Hongkong, 27th March, 1900.

(Freight Service.)

(Freight Service.)

(Taking Cargo at through Rates to Antwerp, Amsterdam, Rotterdam, Lisbon, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS . FROM HONGKONG.

SUBJECT TO ALTERATION.			
STEAMERS.		AILING DATES.	
*HEIDELBERG Zachariae *SIBIRIA* Braun SERBIA		About 10th } April, } About 20th } April. } About 30th }	

April. Freight and About 10th Passage. April. About 20th 7 Freight and April. Passage. About 30th Freight.

Agents.

Freight.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co.,

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA ÍNLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. AMERICA MARU (via y Shanghai, Nagasaki, Saturday, 14th April, City of Peking (via)
Kobe, Inland Sea, Saturday, 14th April, Shanghai, Nagasaki, at Noon. Yokohama & Hono-

HONGKONG MARU (via Shanghai, Nagauesday, 8th May, saki, Kobe, Inland at Noon. Sca. Yokohama and Honolulu) Nippon Maru (via) Shanghai, Nagasaki, Thursday, 31st May, Kobe, Inland Sea,

at Noon. Yokohama & Hono-

THE Steamship

"AMERICA MARU," United States, and Europe.

Steamers of this line pass through the IN. Steamers of this line, pass through the IN. LAND SEA OF JAPAN, and call at HONO. LAND SEA OF JAPAN, and call at Honolulu. their journey at any point en route.

obtained on application. Southern Pacific, Central Pacific, SOUTHERN PACIFIC, CENTRAL PACI-Union Pacific, Denver and Rio Grande, FIC, UNITED PACIFIC, DENVER and and Northern Pacific Railways; also the RIO GRANDE, and NORTHERN PACIFIC

£4 in addition to the regular tariff rate. Passengers holding orders for OVERLAND the regular tariff rate. Chicago to destination the choice of direct DENVER and RIO GRANDE, and other

Particulars of the various routes can be had to destination the choice of direct lines. of the United States or Canada. Rates, and on application. particulars of the various Routes may be ob-Special rates (first class only) are granted to on application.

Diplomatic and Civil Services, to European to Government officials and their families. Officers in the service of China and Japan, and Officials in the service of China and Japan, and Through Bills of Lading issued for trans- to Government officials and their families, to Government officials and their families, portation to Yokohama and other Japan Ports, Through Bills of Lading issued for transpo barking at San Francisco for China or Japan of the United States, via Overland Railway, to San Franscisco, to Atlantic and Inland Cities Company's and connecting Steamers. in Mexico, Central and South America, by the Freight will be received on board until 4 Company's and connecting Steamers:

All PARCEL PACKAGES should be marked to P.M. the day previous to sailing. Parcel Freight will be received on board until 4 P.M.

For further information as to Freight or Collector of Customs at San Francisco. Collector of Customs at San Francisco. Queen's Building.

[354b] the day previous to sailing. Parcel packages address in full; and same will be received at Packages will be received at Office until 5 P.M. the day previous to sailing, Parcel Packages. Consular Invoices to accompany Cargo des- required. tined to points beyond San Francisco in the tined to Points, boyond San Francisco, in the any case whatever.

> C. L. GORHAM, Acting Agent. Hongkong, 20th March, 1900,

PACIFIC MAIL STEAMSHIP CO. VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG. Shanghai, Nagasaki, (Saturday, 21st April, Yokohama & Honolulu)..... China (via Shanghai, Nagasaki, Kobe, In- (Tuesday, 18th May, land Sea, Yokohama at Noon. and Honolulu) City of Rio de Janeiro

(via Shanghal, Naga-Saturday, 9th June, at Noon. Sea, Yokohama and

THE U. S. Mail Steamship

"CITY OF PEKING," will be despatched for SAN FRANCISCO, VIA will be despatched for SAN FRANCISCO. SHANGHAI, NAGASAKI, KOBE, INLAND via SHANGHAI, NAGASAKI, KOBE, IN. SEA, YOKOHAMA and HONOLULU, LAND SEA, YOKOHAMA & HONOLULU, on SATURDAY, the 14th April, at Noon, on SATURDAY, the 21st April, at Noon, taking Freight and Passengers for Japan, the taking Passengers and Freight for Japan, the United States, and Europe.

LULU, and Passengers are allowed to break and passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, Through Passage Tickets granted to England! and delivery can be obtained as soon as the France, and Germany by all trans-Atlantic France and Germany by all trans-Atlantic lines

lines of steamers, and to the principal cities of of Steamers, and to the principal cities of the the United States or Canada. Rates may be United States of Canada. Rates may be obtained on application. Passengers holding through ORDERS TO Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail EUROPE have the choice of Overland Rail routes from San Francisco including the Routes from San Francisco, including the

CANADIAN PACIFIC RAILWAY on payment of RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition 'to CITIES in the United States have between Passengers holding Orders FOR OVER-San Francisco and Chicago, the option of the LAND CITIES in the United States have. Southern Pacific, Central Pacific, between SAN FRANCISCO and CHICAGO. and passengers are allowed to break their Union Pacific, Denver and Rio Grande, the option of the SOUTHERN PACIFIC and other direct connecting Railways and from CENTRAL PACIFIC, UNION PACIFIC.

direct connecting Railways, and from Chicago F. HE P. & O. S. N. Co.'s Steamship Particulars of the various routes can' be had Missionaries, members of the Naval, Military, Special rates (first class only) are granted to Special rates (First-class only) are granted Diplomatic, and Civil Services, to European Missionaries, members of the Naval, Military to Missionaries, members of the Naval, Military, officials in the service of China and Japan, and Diplomatic, and Civil Service, to European

Through Bills of Lading issued for transport-Passengers who have paid full fare, re-em- to San Francisco, to Atlantic and Inland Cities ation to Yokohama and other Japan Ports, to (or vice versa) within one year, will be allowed Havana, Trinidad, and Demerara, and to ports of the United States, via Overland Railways, to a discount of 10 per cent. This allowante does In Mexico, Central and South America, by the Havana, Trinidad, and Demorara, and to ports:

will be received at the Office until the same the Company's Office until Five P.M. the day same day; all Parcel Packages should be will be received at the Office until 5 P.M. same marked to address in full; value of same is day; all Parcel Packages should be marked to Goods not cleated by the ast April; at 4. address in full; value of same is required. Consular Invoices to accompany Cargo des- Consular Invoices to accompany Cargo des-

sent to the Company's Office, addressed to the Offices, addressed to the Collector of Customs, United States should be sent to the Company's United States shoul Office in Sealed Envelopes, addressed to the Office in Sealed Envelopes, addressed to the Godowns and a certificate of the damage ob-Passage, apply to the Agency of the Company, For further information as to Passage and Queen's Building.

For further information as to Passage and Por further information as to Passage and Queen's Building.

Freight, apply to the Agency of the Company, Freight, apply to the Agency of the Company, no Claims will be recongnised. Queen's Building.

C. L. GORHAM, Acting Agent. Hongkong 27th March, 1900.

Unsurance.

NORTH GERMAN FIRE INSURANCE

COMPANY OF HAMBURG. THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at

CURRENT RATES. "SIEMSSEN & Co. Hongkong, 28th May, 1895.

To be Let.

TO LET.

HARFORD." MAGAZINE, GAP.

GROUND FLOOR, 52, PERL STREET.
"THE RETREAT."—MOUNT KELLETT. TOP FLOOR, No. 1, DUDDELL STREET. GODOWNS.—Nos. 80a and 82, PRAYA EAST.

5, RIPON TERRACE.

THE HONGKONG LAND INVEST-MENT & AGENCY CO., LD. Hongkong, 23rd March, 1900.

Consignees.

FRIDAY, 13th April, at PACIFIC MAIL STEAMSHIP COMPANY.

'NOTICE. CONSIGNEES of CARGO per Steamship

"CITY OF RIO DE JANEIRO." The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from

- Cargo impeding the discharge of the Vessel will be landed and stored at Consignees! Ask and expense.

C. L. GORHAM, Acting Agent.

Hongkong, 21st March, 1900. IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

S.S. "WEIMAR," of the NORDDEUTSCHER LLOYD.

THE above named Steamer having arrived, L Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the. Hongkong and Kowloon Wharf and Godown: Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 4.P.M., TO-DAY. No Claims will be admitted after the Goods have left the Godowns and all Goods remaining

undelivered after the 30th instant, will be: subject to rent. All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 29th instant. and MONDAY, the 2nd April, at 9.30 A.M. · All Claims must reach us before the 5th April, or they will not be recognized.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned. NORDDEUTSCHER LLOYD.

MELCHERS & Co., Agents. Hongkong, 23rd March, 1900. TORTHERN PACIFIC STEAMSHIP

COMPANY. NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA," *** ***** FROM TACOMA, VICTORIA, YOKO-HAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel. will be landed and stored at Consignees' risk and expense. DODWELL & Co., LIMITED,

Hongkong, 23rd March, 1900.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"TIENTSIN," FROM BOMBAY AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark

Goods are fanded. This vessel brings on Cargo:-From Persian - Gulf, -ex S.S. B.I.S.N. and B. & P.S.N.Co's. Steamers.

Goods not cleared by the 29th instant, at 4 P.M. will be subject to rent. No Fire Insurance will be effected by me in any case whatever. All damaged. Packages must be left in the

Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised. H. A. RITCHIE,

Superintendent Hongkong, 23rd March, 1900.

NOTICE TO CONSIGNEES.

"MALACCA," FROM ANTWERP, LONDON, PORT, SAID,

SUEZ AND STRAITS. Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each: consignment will be sorted out Mark by Mark. and delivery can be obtained as soon as the Goods are landed. This vessel brings on Cargo:

From Italy, ex S.S. Thames. From Madras, &c., ex S.S. Landaura: Optional Goods will be landed here unless instructions are given to the contrary before. 4 P.M., TO DAY.

P.M. will be subject to rent. No Fire Insurance will be effected by me in.

tained from the Godown Company within ten?

(1 Hongkong, 25th March) 1900.

THE TRIAL OF THE MURDERERS OF MR. BROOKS.

The trial of the murderers of Mr. Brooks took place on the 28th of February and the following clays, at Chinanfu, in the presence of Mr. C. W. Campbell, of H.B.M.'s Consular

Service. Before the trial was, held Mr. Campbell visited the disturbed district, where the murder was committed. After going over the ground the case could be understood much more clearly; besides which, the visit of a British Consul in a green chair escorted by some twenty of the Governor's soldiers had an excellent effect on the population. The officials of the four districts visited, were more or less servile, only one showing any disinclination to toe the line. The officials in Chinanfu, from Yuan Shih-k'ai downwards; were reasonable and respectful without being obsequious.

Twenty-two names were given in of persons suspected of complicity in the murder. Of these fifteen were arrested, and the authorities added three others, making eighteen to be tried. It proved however, the majority of these, whether implicated in Tatav Hul offences or not, had no hand in the murder of Mr. Brooks.

The trial was conducted by the Provincial Judge in a large hall of the Hofang-chil, where important cases are taken. Mr. Campbell took with him as secretaries Mr. Mathews (Mr. Brooks's colleague), and Mr. Couling (English | in the snow and fell; Wu Fang-ch'eng was Baptist Mission, Shantung).

a regular hexagon; the Judge sat at the centre | As Mr. Brooks, was still struggling to recover table; with Mr. Campbell on the left in the seat | his feet Meng arrived, and shouting 'He must expectant prefects; at the table on Mr. Campbell's side sai Mr. Mathews, Mr. Couling, and the Governor's interpreter, who, of course, was not used at all during the trial-

desirous to get a quick reply without allowing time for consideration he addressed the prisoner or witness direct.

The men more or less closely commected with the murder were these seven :-

Meng Kwang-wen, Wu Fang-ch'eng, Wu Ching ming, Plang Yen-mu,

Li Tung-khan, Li Ta-ch'eng (Inn-keeper at Hsiachingtze),

Liu Hsiu-yi (constable at Changchiatien). The first five were a gang of Tatao Hui members; they had with them two more men, whose names were given as Wang and Chang. about whom very little could be ascertained, and there is little hope of their being arrested. This is of less importance, however, because though they were in the gang for part of the time they were not present at the murder, and were not parties to it. The evidence of the prisoners when sifted

and arranged, amounts to the following:-Meng was the ringleader. He said the foreign devils had poisoned his brother, and the Hsiachingtze innkeeper, was under strong others of his family hall been killed in the fight suspicion of complicity, but though he may at Pingyuan, where so many Boxers lost their | be more or less directly connected with the lives some months ago. For revenge, there- Tatao Hui, all the evidence went to show that fore, he came down from Enhsien to stir up he had helped Mr. Brooks, by giving him water strife in Feich'eng. With Wang and Chang | and loosening his bonds. For these good deeds he went to Feich eng city, appeared on the he was discharged, on finding guarantees. streets of the south suburb with red cloths | The constables and other officers of the two round their heads, got some recruits, and re- villages Changehiatien and Maochiap'u are to turned to Changchiatien, a large village about be severely blamed for their inaction, and 30 li west of Feich'eng. The Feich'eng official | indeed all the onlookers in both places. Their declares that he was never informed of their only excuse is that they were afraid, not of the

presence in the suburb. The sixth day the two Wu's (who were not | Ilul members in the neighbourhood. related to one another) and Pang, a mere silly youth led astray by Wu Fang-chieng, went the conclusion of the trial, and before the over from Feich'eng to Changchiatien and sentences had been passed. joined Mang and the others in an inn there, on -N. C. D. News. the morning of the 30th of December last.

The six men were having breakfast when they heard a commotion on the street, and were told that a foreigner was passing. This was Mr. Brooks, who was going from Taian to Pingyin, one and a-half days' journey, and who at this time (about 10 a.m.) was within four hours of the end of his ride. The six men rushed out, some putting on, red headcloths as they went, and overtook Mr. Brooks just outside the village, a crowd of villagers following them. The "village" it may be remarked, has over 1,000 families, or say over 6,000 inhabit-

Mr. Brooks, seeing several men rushing at him with swords in their hands, jumped off his donkey, closed with the first man Meng, and managed to take the sword from him. The two men named Wu attacked him, however and wounded him on the temples, cheek and arms. Certain parallel wounds scored on the backs of both hands were probably inflicted at this time, to make him loose his hold of the sword and whatever else he was grasping. Disarmed, he broke from them and and ran into a house in the village, but was immediately dragged out, his Chinese garments stripped from him, and his wrists bound in front of him with a girdle. His undergarments and a pair of foreign trousers he was wearing and his shoes were not taken from him. The day, however, was overcast, snow was on the ground, a keen wind was blowing, the mercury was well below freezing point and the suffering from cold must have been worse than that from wounds. It is something to be thankful for, however, that there were no further wounds given until the death-blow was

The constable of the village (tipao), named Llu Hsiu-yi, came and expostulated, and the gang led their prisoner away westward. If the constable had at once gone to Feich, eng, 30 // away, it is possible that the official might have sent help in time to save Mr Brook's life. He first, however, followed the gang for some distance, then returning discussed the matter with the village elders and did not start on his journey till nearly dark that night, notifying the official some 12 or 15 hours after the seizure—that is, long after the murder had been committed I

They took their victim some to # westward and reached a group of inns or foodshops called Heiachingtre. They stopped at L! Ta ch'eng's foodshed, tied Mr. Brooks to a tree near by, and sat down to drink hot water. Li Ta-chieng appears to have given a bowl of water to Mr. Brooks also,

The band was joined here by a young man, urmed 14 1 mug-knau!. Vecolding to his own account he was out collecting debts; riding his own horse, had stayed the night at Hejachingtab, and was just starting off after breakfast when Mr. Brooks was led up. At any rate ho rode with or after the band all that day, and was within a few yards of Mr. Brooks when the · murder was done. He pleaded that he followed to "k'an je nao" simply, or, as we might put it, to " see the fun !" but Meng had mentioned his name as one of the band, who had been left. at Heiachingtze by Meng himself-the previous day or the day before that. Plang did not go | Secretary of State for India whether he had beyond this place, "He was footsore, lay down and slept a few hours, and then teturned by of Monghem of Major Kiddle, Mr. Sutherland, himself to Gliangchiatien to await the return of and Mr. Litton, attached to the Burmo-Chinese

some I li surther to a village called Maochiap'u | view of this serious incident, with regard to the (400 families) where there had been a raid two: | future labours of the Commission. days before on Roman Catholic Christians. Lord G. Hamilton; I have received the Mr. Brooks was tied up at the soor of the following information of the events referred to. Catholic place of worship, and given a bowl of It appears that the officers in question were gruel | the gang had their meal in an inn. | assaulted whilst visiting a bazaar on Feb. 91b During the two or three hours spent there, pro- last at the village of Monghem, Two were Rvin J. RAY, Amer. bark, Kaslen, Sander, bably every one in the village saw, but no one musdered and one wounded. Monghem is just

men, though only armed with swords. At this time two of the band withdrew. They

Were the two who have not been arrested,

namely Wang and Chang. In the afternoon the party started back again lowards Changchiatien. It would seem that they were still doubtful what to do with their prisoner, although Meng had already threatened to kill him. By the time they reached Heinchingtze however, Mr. Brooks seemed __ (19th) In reply to Sir E. Sassoon (Hythe), unable to go further. The wounds, and perliaps still more the six hours' exposure to intense cold, had so told on him that he sank down at the inn-door, striking his head on the door post. The imbeeper, Li Ta-ch'ong, who had given him water in the morning, now pleaded for him. The others, perhaps somewhat alarmed at Mr.

Brooks' condition, went to cut the bonds, but

Li Ta-cheng untied them. Mr. Brooks, on being released, suggested that they should take him to Takuanchuang, where there were some of his church-members, and there make an arrangement and get some silver for his ransom. They agreed, and all started westward over the road already traversed twice that day. The path is a rough mountain road somewhat uphill. They had gone but a little way when Mr. Brooks, who from his school-days had been a first-rate runner, moved by one cannot tell what impulse, broke from them and ran. This perhaps gave the nessary fillip to their courage; they shouted and pursued. Li T'ung-kuan, on horseback, caught up first; then Mr. Brooks slipped Three tables were arranged as three sides of | giving wounds behind the ear and on the neck. |

cut'off his head. Mr. Campbell, put most of his questions | thrown there. Li T'ung-kuan did not dismount through the Judge, but sometimes when it was from his horse. The other three then went back to the inn at Changehiatien, where Plang had already returned in the afternoon.

On some minor points the evidence was very contradictory, but the more important matters came out very clearly, and there seems no reason to doubt that the above statement of the case is correct. Meng was no doubt the ringleader, Wu Fang-chang helped to kill, Wu Ching-ming wounded Mr. Brooks, when, first seizing him, helped to take his clothes from him, was there at the murder, and assisted in hiding the body. There I is no doubt these are the men who did these things, and there is no evidence of any others having had any hand in the actual murder. Li Tung-kuan was there, but took no part; Wang and Chang, who have not been arrested, were concerned in the taking and binding, but disappeared from the band some hours before the murder; Pang was with the gang at first, but took no part in ill-treating Mr. Brooks, and did not go further than to li with them. There was no evidence to show that any other person had any connection with the affair. Li Ta-ch'eng,

half-dozen men, but of the hundreds of Tatao

The writer lest Chinasu immediately after

PEKING NOTES.

PEKING, March 15th. Hsü T'ung, the Grand Secretary and Chancellor of the Hanlin Academy, who recently denounced the five Hanlins, three of whom were sentenced to imprisonment for life, has since denounced fifty others of his Academy with equal severity for the same "crime" of being favourable to Reform and desirous of seeing the Emperor rule in person according to Western usages. It appears that Hau Tung presented his memorial to the Empress Dowager denouncing only five members of his Academy she expressed incredulity that such a "hotbed o only so few men disloyal to her government, and told Hsii T'ung to "think the matter over" and report gain. The result was the list of fifty more Hanlins amongst whom are the 42? brightest, most intellectual, and famous men

of that body. A rumour of Russians attempting to open a gold mine at Urga and being opposed by the Mongol tribes there having come to the ears of the Empress Dowager who feels the moment unpropitious for showing any hostility to her great "ally," has resulted in her sending the Grand Secretary K'un Kang and Yu Te, President of the Mongolian Superintendency, post haste to Urgarto investigate the matter and if possible "smooth things over" for the Russians. The Commissioners left this city for Mongolia on the 13th inst., and the result will doubtless be interesting as showing the promptitude of the Government in acting in any international matter which nearly concerns it and which it would be impolitic to procrastinate over. No British or United States Minister, since the country was opened to international intercourse, has ever met with such promptitude of action on the part of the powers that be. The pro-Russlan party in Peking, however, deny that the Russians have anything to do with these Mongolian gold mines, but this is false, as future developments will certainly show.

As anticipated, the British and Italian Ministers have tried to intervene in the sentence pronounced against the Hanlin Wu Shih-tsao, owing to the help given by him in getting the Peking and Yangize Syndicates their large concessions in Shans, Honan, and the Yangize Valley provinces. The two Ministers approached the Tsungil. Yamen protesting against the sentence, but received the raply that, as it was the first intention of the Empress Downger to have Wu Shih-tsao summarily decapitated, the commutation of his sentence to imprisonment for life was an act of mercy, which is all that can be expected .- N. C. D. News Cor.

THE FAR EAST IN PARLIAMENT.

Murder of British Officers in

Burmah. (Feb. 16th.) Mr. H. Roberts asked the any information as to the murder at the village Boundary Commission; and whether he would From Heischingtze they led their prisoner state what military steps are being taken, in

attempted a rescue from the band of five armed outside British territory as at present delimitated. The Government of India ard considering whether the Commission should not withdraw to British territory for the present, and will take in concert with the Chinese Commissioner, such measures as may seem to be necessary.

The Pacific Cable.

Mr. Chamberlain said: The question of the arrangements for constructing and laying the Pacific cable is under the consideration of a committee, on which the Imperial Government and the colonies interested are proportionally represented, and Her Majesty's Government understand that the deliberations of the committee will soon be completed. The committee is aware of the state of the market for cable

Russian Consular Service. Mr. Maclean asked the Under Secretary for

Foreign Affairs whether an application had been made and acceded to by Her Majesty's Government for the establishment of a Russian Consulate General at Bombay; and whether it was proposed to appoint British Consuls at the principal places in the Caucasus and the Trans-Caspian dominions of Russia.

Mr. Brodrick: In view of an assurance given by Her Majesty's Ambassador at St. Petersburg in 1876, Her Majesty's Government in August close behind, and slashed thrice with his sword, last expressed their readiness to accede to an application from the Russian Government for the establishment of a Russian. Consulate at Bombay. Her Majesty's Covernment stated of honour; at the Judge's side table sat three he killed' (fel sha pu hsing) struck twice, and at the same time that they understood that the Russian Covernment would be tendy to agree The body and head were carried, in the to the appointment of a British Consul at Tiflis gathering dusk, by Meng and the two men Wu, should it at any time be found desitable to to a ravine some sixty yards from the road, and | make such an appointment. No appointment | be despatched for the above Port, on FRIDAY, of a Consul at Bombay has yet been notified the 30th instantent 4 P.M. by the Russian Government; but if such a Consulate is established it will be open to Her tructed for service in the Tropics and is Majesty's Government to claim the right of provided-with Superior Accommodation and appointing a Consul at Tiflis.

The Eastern Telegraph Company. carried.

(20th,) Sir E. Sassoon asked the First Lord of the Treasury whether Her Majesty's Government would consider the desirability of withholding their sanction from future agreements between the Eastern Telegraph Company and the subsidiary companies and the Cape, Indian, and Australian Governments until Parliament had had an opportunity of taking cognisance of them fand whether, if the Government had no control over these conventions so far as regarded the colonies, Her Majesty's Government would point out to the colonial Governments concerned, the expediency of abstaining from any final decision until an Imperial pollcy of a comprehensive nature, embracing colonial in terests, had been formulated by Parliament in the course of this Session.

Mr. Balfour: I think my hon, friend will sec that the matter to which he calls attention in this question is one which cannot really be dealt with by the Imperial Parliament alone. It is a matter for negotiation between the selfgoverning colonies and the home Government .-- L. D. C. Express.

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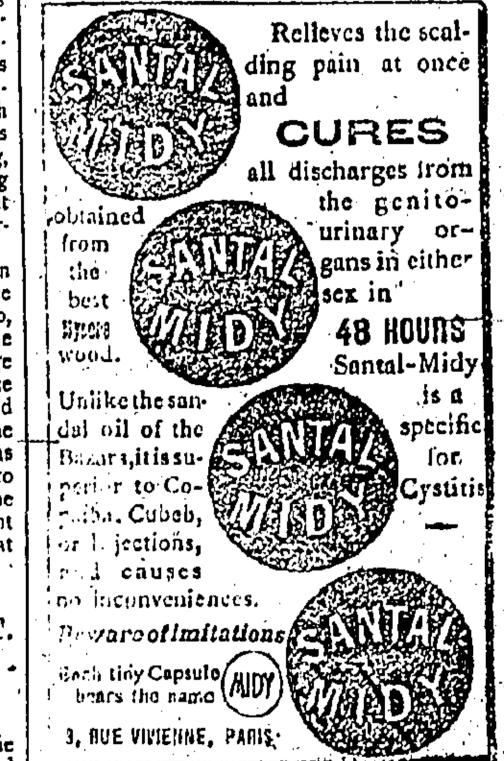
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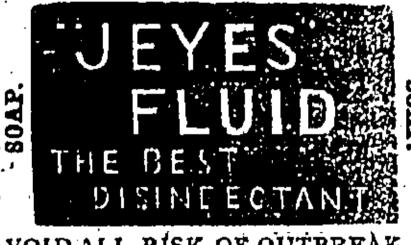
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Denroche, Mr. P. C. Drum, Miss Drummond, Mr. H. O. Folles, Mr. and Mrs. Glendinning, Mr. H. Glover, Mrs. Godchaur, Mr. & Mrs. Goddard, Capt. Graf, Dr. G. Otto Griffin, Major Hall, Mr. R. J. Hamersly, Mr. B. F. Henderson, Mr. & Mrs. Henderson, Mr. & Mrs. Hermann, Mr. B.	Ryan, R.A.M.C., Lt Col. Sargood, Mr. P. R. Sargood, Mr. W. E. Sergeant, Mr. B. W. Shankland, Miss Sharp, Mr. & Mrs. E. H. Simmins, Mr. H. Singh, Princesses D. and maid Smythe, Mr. A. J. Hamilton Speck, Mr. W. Sperry, Mr. and Mrs. G. B. Sperry, Master F. Stevens, Miss
Denroche, Mr. P. C. Drum, Miss Drummond, Mr. H. O. Folles, Mr. and Mrs. Glendinning, Mr. H. Glover, Mrs. Godchaur, Mr. & Mrs. Goddard, Capt. Graf, Dr. G. Otto Griffin, Major Hall, Mr. R. J. Hamersly, Mr. B. F. Henderson, Mr. & Mrs. Henderson, Mr. & Mrs. Henderson, Mr. B. Hodde, Mr. C. E.	Ryan, R.A.M.C., Lt Col. Sargood, Mr. P. R. Sargood, Mr. W. E. Sergeant, Mr. B. W. Shankland, Miss Sharp, Mr. & Mrs. E. H. Simmins, Mr. H. Simmins, Mr. H. Singh, Princesses D. and maid Smythe, Mr. A. J. Hamilton Speck, Mr. W. Sperry, Mr. and Mrs. G. B. Sperry, Master F.
Denroche, Mr. P. C. Drum, Miss Drummond, Mr. H. O. Folles, Mr. and Mrs. Glendinning, Mr. H. Glover, Mrs. Godchaur, Mr. & Mrs. Goddard, Capt. Graf, Dr. G. Otto Griffin, Major Hall, Mr. R. J. Hamersly, Mr. B. F. Henderson, Mr. & Mrs. Henderson, Mr. & Mrs. Henderson, Mr. B. Hodde, Mr. C. E. Hoetink, Mr. B. Howard, Mr. T.	Ryan, R.A.M.C., Lt Col. Sargood, Mr. P. R. Sargood, Mr. W. E. Sergeant, Mr. B. W. Shankland, Miss Sharp, Mr. & Mrs. E. H. Simmins, Mr. H. Singh, Princesses D. and maid Smythe, Mr. A. J. Hamilton Speck, Mr. W. Sperry, Mr. and Mrs. G. B. Sperry, Master F. Stevens, Miss
Denroche, Mr. P. C. Drum, Miss Drummond, Mr. H. O. Folles, Mr. and Mrs. Glendinning, Mr. H. Glover, Mrs. Godchaur, Mr. & Mrs. Goddard, Capt. Graf, Dr. G. Otto Griffin, Major Hall, Mr. R. J. Hamersly, Mr. B. F. Henderson, Mr. & Mrs. Henderson, Mr. & Mrs. Henderson, Mr. B. Hodde, Mr. C. E. Hoetink, Mr. B. Howard, Mr. T. Hudson, Mr. E. P.	Ryan, R.A.M.C., Lt Col. Sargood, Mr. P. R. Sargood, Mr. W. E. Sergeant, Mr. B. W. Shankland, Miss Sharp, Mr. & Mrs. E. H. Simmins, Mr. H. Simmins, Mr. H. Singh, Princesses D. and maid Smythe, Mr. A. J. Hamilton Speck, Mr. W. Sperry, Mr. and Mrs. G. B. Sperry, Master F. Stevens, Miss Stewart, Mr. E. H. Stinnes, Mr. D.
Denroche, Mr. P. C. Drum, Miss Drummond, Mr. H. O. Folles, Mr. and Mrs. Glendinning, Mr. H. Glover, Mrs. Godchaur, Mr. & Mrs. Goddard, Capt. Graf, Dr. G. Otto Griffin, Major Hall, Mr. R. J. Hamersly, Mr. B. F. Henderson, Mr. & Mrs. Henderson, Mr. & Mrs. Henderson, Mr. B. Hodde, Mr. C. E. Hoetink, Mr. B. Howard, Mr. T. Hudson, Mr. E. P. Jenkins, Mr. J. H	Ryan, R.A.M.C., Lt Col. Sargood, Mr. P. R. Sargood, Mr. W. E. Sergeant, Mr. B. W. Shankland, Miss Sharp, Mr. & Mrs. E. H. Simmins, Mr. H. Singh, Princesses D. and maid Smythe, Mr. A. J. Hamilton Speck, Mr. W. Sperry, Mr. and Mrs. G. B. Sperry, Master F. Stevens, Miss Stewart, Mr. E. H. Stinnes, Mr. D. Taylor, Mr. B.
Denroche, Mr. P. C. Drum, Miss Drummond, Mr. H. O. Folles, Mr. and Mrs. Glendinning, Mr. H. Glover, Mrs. Godchaur, Mr. & Mrs. Goddard, Capt. Graf, Dr. G. Otto Griffin, Major Hall, Mr. R. J. Hamersly, Mr. B. F. Henderson, Mr. & Mrs. Henderson, Mr. & Mrs. Henderson, Mr. B. Hodde, Mr. C. E. Hoetink, Mr. B. Howard, Mr. T. Hudson, Mr. E. P. Jenkins, Mr. J. H Jeffreys, Major & Mrs.	Ryan, R.A.M.C., Lt Col. Sargood, Mr. P. R. Sargood, Mr. W. E. Sergeant, Mr. B. W. Shankland, Miss Sharp, Mr. & Mrs. E. H. Simmins, Mr. H. Singh, Princesses D. and maid Smythe, Mr. A. J. Hamilton Speck, Mr. W. Sperry, Mr. and Mrs. G. B. Sperry, Master F. Stevens, Miss Stewart, Mr. E. H. Stinnes, Mr. D. Taylor, Mr. B. Thomson, Mr. W. J.
Denroche, Mr. P. C. Drum, Miss Drummond, Mr. H. O. Folles, Mr. and Mrs. Glendinning, Mr. H. Glover, Mrs. Godchaur, Mr. & Mrs. Goddard, Capt. Graf, Dr. G. Otto Griffin, Major Hall, Mr. R. J. Hamersly, Mr. B. F. Henderson, Mr. & Mrs. Henderson, Mr. & Mrs. Henderson, Mr. B. Hodde, Mr. C. E. Hoetink, Mr. B. Howard, Mr. T. Hudson, Mr. E. P. Jenkins, Mr. J. H	Ryan, R.A.M.C., Lt Col. Sargood, Mr. P. R. Sargood, Mr. W. E. Sergeant, Mr. B. W. Shankland, Miss Sharp, Mr. & Mrs. E. H. Simmins, Mr. H. Singh, Princesses D. and maid Smythe, Mr. A. J. Hamilton Speck, Mr. W. Sperry, Mr. and Mrs. G. B. Sperry, Master F. Stevens, Miss Stewart, Mr. E. H. Stinnes, Mr. D. Taylor, Mr. B. Thomson, Mr. W. J.

Katsch, Mr. E. A.

Lambie, Mrs. J. E.

Leggatt, Mr. E. C.

Levy, Mr. L. A.

Loesch, Mr. Von

MacGowan, Mr. R. J.

Macmillan, Mr. A. C.

Kinghorn, Mr.

Lara, Mr. F.

Liblau, Mr.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Waghorn, Mr. G.

Warfield, Mr. and Mrs.

Whiley, Mr. & Mrs. W.

Whiley, Mr. W. J. G.

Wild, Mr. and Mrs.

Waldow, Mr. R.

Whiley, Miss

Bagnali

Wyles, Mr. W. S.

Zuniga, Mr. J. M. de

Beattle, Mr. Andrew	Inchbald, Mr. Chantre
Brayne, Mr. H. F. R.	John, Major G. R. St.
	Kofod, Capt. F.
Brown, Colonel	
Buls, Mr. Ch.	Lee, Mr. J. E.
Bure, Mr. P.	Martin, Mr. R.
Carie, Mr. Arthur R.	Mitchell, Mr. R.
Carrington, Sir John W.	O'Gorman, LtCol.Th
Dann, Mr. G. H.	O'Gorman, Madame
Dow, Mr. P.	Pollock, Hon. H. E.
Droeze, Mr. F. J. Haver	Prynne, Capt. H. V.
Ezekiel, Mr. J. S.	Reily, Major C. W.
Forbes, Mr. A.	Rickmiers, Mr. Paul
Fraser, LtCol. A. R.	Ryan, Colonel
Gompertz, Mr. H. H.	Sinclair, Mr. A.
Gorges, Colonel E. H.	Stoker, Mr. A. G.
Graham, Mr. D. M.	Stokes, Mr. A. P.
	Thomson, Mr. O. D.
Grüter, Mr. F. D.	Wardwell, Misses (2)
Hays, Mr. J.	Wardwell, Miss
Hendchoper, Mr.	Wheeler, Mr. G. H.
Holmann, Mr.	Tribotci, Mis. O. XI.
	•

Fitton, Mr. W. A.	Johnson, Rev. F. T.
Fitton, Mrs. and	2 Johnston Mr. R. F.
daughters	Volpicelli, Cohsul
Flynn, R.N. Rev. F.	Volpicelli, Madame

	longkong, 27th March.
New Patna	
New Behares	
	,
New Malwa	
Old Malwa	950 ,,
Persian, Oily, cash .	625

The Share Market.

T ATTENT OTTOTATIONS

LATEST Q	UOTAT	ions.	UNI
(Mar	ch 27(h.)		
· Companies.	Paid up Capital.		ON ON
Ba	nke,	44	. !
Hongkong & Shang- hai Banking Cor- poration The Bank of China	\$125	318% premium	אט (מעט
& Japan, Limited— (Preference) The Bank of China	£ 5	Nominal	On On
& Japan, Limited— (Ordinary) The Bank of China	£ 4	£1 buyers	Sove Gold Bar
& Japan, Limited— (Deferred) National Bank of	£_1	£5.5 buyers	Doll
China, Ld Do. Founders	8 3	\$27 \$20	
Marine			ARIA
Union Ins. Society of	l , , ,	l	ļ.,
Canton, Ld		\$235	BAN
Co., Ld	\$ 25	\$54	. '
Ld:	₹ 25	Tls. 170	CRE
Yangisze Ins. Assoc. Ld	\$ 60	\$128	
Ld		\$130 \$1	Сно

traits Ins. Co., Ld.,,,	\$ 20	\$1
Fire Ins	urance	5 .
Hongkong Fire Ins. Co., Ld. China Fire Ins. Co., Ld.	\$ 50	
- ship	ping.	
Iongkong, Canton, & Macao Steamboat Co., Limited	\$ 15	\$30

		•
Hongkong, Canton, &		• I
Macao Steamboat		
Co., Limited '	\$ 15	\$3 0
Indo-China Steam	•	!
Navigation Co., Ld.	£ 10	\$91 .
China & Manila S.S.		
Co., Ld	\$ 50	\$117
Douglas Steamship		!
Co., Ld	\$.50	\$5.1
China Mutual S. N.	_	
Co., Ld.—(Pref.)	₹ 10	£10.10 baye
China Mutual S. N.	٠ _	_ '
Co., Ld.—(O'ary)	. £ 10	Liono
China Mutual S. N.		
CoLd(O'ary)	£ 5	£5 \$18}
Star Ferry Co., Ld	\$ 10	Aig.
		h .

Star Ferry Co., Ld	\$ 10	\$18
Trading Co., Ld	£100	£260
Refin	eries.	•
China Sugar Refining Co., Ld	\$100	\$135
Luzon Sugar Refining Co., Ld.	\$100	

ı	Forest Sakin Mennink	l .	11
	Co., Ld	\$100	\$47
	Mi	ning.	'
ı	• •	_	. ' .
	Punjom Mining Co.,		1
	Ld	i	\$8.10
	Punjom Mining Pre-	*;*	1
	ference Shares	• '•	\$8.10 \$1.40
		, ,	\$1.40
Ì	Société Française des		
	Chhrhermages du		
ı	Tankin	Fcs. 250	\$350
	Queen Mmes, Ld		SU.25
	Jelebu Mining and	, "	
	Trading Co., Ld	\$ €	\$124
١	Raub A'lian Gold		V6
	Minima Car Tal'		1 06-
	Mining Co., Ld.'	128.100	x. \$0 □
	Olivers Freehold		ł
	Mines, Ld. A	\$ 5	[36
	Olivers Freehold		1
I	Mines, Ld. B	♦ ∧	\$5
	l		. 545
ĺ	Great Eastern & Cale-	4	
	donian Gold Min-	_	
	ing Co., Ld	I \$ 5	\$0.80
	Do. (Preference)	' 8 ī	\$0.40
		. •	1-A

Docks, Wharv	es and (dodowns.
Hongkong & Wham- pon Dock Co., Ld. Hongkong and Kow-	\$125	517 % prem.
down Co., Ld	· \$ 50	
Wanchai Warehouse & Storage Co., Ld. New Amoy Dock Co.,	\$ 371	\$46
Ld	\$ 64	* *
Lands, Hotels	з инд в	mm8°

Lands, Hotels	and Bu	il di ngs.
China Provident Loan & Mortgage Co., Ld.	oi &	\$9.50 _ '
Hongkong Land In- vestment & Agency		,
Co., Ld	\$ 50	\$127
Building Co., Ld	\$ 30	\$26
West Point Building	\$ 50	\$49
Hongkong Hotel Co., Ld	\$. 50	\$127
Humphrey's Estate & Finance Co., Ld	\$ 10	\$9.60
Cotto	n Mills.	•
Hongkong Cotton Spinning, Weaving	· .	
Spinning, Weaving & Dyeing Co., Ld Ewo Cotton Spinning	\$100	\$37
& W. Co., Ld	Tis. 100	Tls. 70
International Cotton M'fg. Co., Ld	Tla, 100	Tle. 73
Laou-kung-mow Cot- ton Spinning &	ļ	
Weaving Co., Ld	Tls. 100	Tis. 71

Weaving Co., Ld	T18. 100	118. 71	
Soy Chee Cotton Spin-			
ning Co., Ld	Tls. 500	Tls. 400	, '
YahloongCotton Spin-			
ning Co., Ld	Tls. 100	T1s. 57	•
	llaneous		
· ·		•	
Green Island Cement	\$ 10	3008	
Co., Ld	20 10	307	
China-Borneo Co., Ld.	8 15	517\$	
A. S. Watson & Co.,		l	•
Limited	\$ 10		•
Watkins, Limited	\$ 10	\$10.70	
Hongkong Electric		1:	
Co., Limited	\$ 10.	\$12.50	
Hongkong Electric			
Co., Limited	·\$ 2	\$2.25	• .
Hongkong and China			·
Gas Co., Ld	£ 10	\$110	
Hongkong Rope Ma-		,	
nufacturing Co., Ld.		\$22E	•
Geo. Fenwick & Co.,	• ,•	43-3	
	\$ 2E	848	
Ld. ,,,,,,,,,,,,,,,,,	\$ 23	\$48 \$165	•
H'kong Ice Co., Ld.	1 4 25	\$102	•
H'kong High-Level	•	4-6-	1
Tramways Co., Ld.		\$160	
Dairy Farm Co., Ld.	\$ 6	50	P.
Hongkong and China		<u>}</u> :	[buyer:

Bakery Co., Ld. ...

Co., Ld.

ern Agency, Ld. ...

Oriental Ag'cy, Ld.

Campbell, Moore and

Bell's Asbestos East-

United Asbestos

United Asbestos

Oriental Ag'cy, Ld...

Carmichael & Co., Ld.

Tebrau Planting Co.

Tebrau Planting Co.,

Telephone No. 148.

BENJAMIN, KELLY & POTTS, Sharo Brokers. Telegraph Address-"Rialto."

5 50 \$50 ex div.

£ 1 £1 nominal

\$ 10 \$16

\$ 4 851

\$ 10 \$10

\$ 20 \$8

Ld.....

EXCHANGE.

Hongkong, 27th March.
UN LONDON, Telegraphic Transfer 1/114
Bank Bills, on demand1/117/16
" Credits, 4 months' sight 1/11
D'ments, 4 months' sight2/-
ON BERLIN, (demand)
ON PARIS, Bank Bills, on demand2.46
Credits, 4 months' sight2.50
On New York, Bank Hills, on demand47
Credits, 10 days' sight48
UN BOMBAY, Telegraphic Transfer
On demand
Private, 30 days' sight72‡ nom.
ON YOKOHAMA, T.T3 per cent. prem.
Sovereigns, Bank's Buying Rate\$10.16
Gold Leaf too teuch, per tael53.20
Bar Silver
Dollars
VESSELS IN PORT.

Steamers.

IAKE MARU, Japanese steamer, 1,885, M. Yamamoto, 25th Mar.,-Kutchinotzu 19th Mar., Coal.-Mitsui Bussan Kaisha. NKAKU MARU, Japanese steamer, 1,449, C. Hibi, 26th Mar.,-Hongay 22nd March, Coal.-Dodwell & Co., Ld.

ELYDRA, British steamer, 1,567, J. T. Davies, 20th Mar., - Calcutta 1st March. Penang and Singapore 13th Mar., General. -Jardine, Matheson & Co. owen, British steamer, 1,055, J. Williamson, 23rd Mar., -Koh-si-chang 17th Mar., Rice.

-Butterfield & Swire. CHUNSANG, British steamer, 1,310, E. J. Buller, Jardine, Matheson & Co. CHWNSHAN, British steamer, 1,281, J. F. Messer, 23rd Mar.,-Koh-si-chang 15th

Mar., Rice.—Bradley & Co. CITY OF DUBLIN, British steamer, 2,154, James R. Rae, 20th Mar.,-Tacoma 18th Feb., General.—Dodwell & Co., Ld. CITY OF LONDON, British steamer, 2,056, Scroff, 2 nd Mar, -Saigon 17th March,

Rice. - Dodwell & Co., Ld. ELSE, German steamer, 903, T. Petersen, 25th Mar.,-Saigon 17th Mar., Rice.-Siemssen & Co. EMPRESS OF CHINA, British steamer, 3,003, R.

Archibald, R.N.R., 21st Mar., -Vancouver, B.C. 27th Feb., and Shanghai 18th Mar., Mails and General.—C. P. R. Co. HANOI, French steamer, 750, Pannier, 26th Mar.,-Haiphong and Hoihow 25th Mar., General.—A. R. Marty. HOIHAO, French steamer, 509, J. C. Gerard, 26th Mar.,—Pakhoi and Hoihow 24th Mar.,

General.—A. R. Marty. JACOB DIEDERICHSEN, German steamer, 632, Bruhn, 17th March,-Haiphong and Hoihow 16th Mar., Rice.-Jebsen & Co. KACHIDATE MARU, Japanese steamer, 2,143, S. Fujiki, 26th Mar.,—Kuchinotzu 20th

Mar., Coal.—Mitsui Bussan Kaisha. KAGOSHIMA MARU, Japanese steamer, 2,714, R. Nunome, 23rd Mar.,—Bombay 6th Mar., and Singapore 17th, General.-Mitsui Bussan Kaisha. MACHEW, British steamer, 995, J. E. Farrell,

23rd Mar.,-Bangkok 15th Mar., General. -Butterfield & Swire. MALACCA, British steamer, 2,615, E. G. Andrews, 26th Mar.,-London 10th Feb., and Singapore 19th Mar., General.—P. & O. S. N. Co.

MIKAWA MARU, Japanese steamer, 1,404, M. Takahashi, 26th March,-Shanghai via Amoy 20th Mar., General and Oil.— Nippon Yusen Kaisha.

NERITE, British steamer, 3,155, Stock, 26th Mar.,-Novorossisk 10th Feb., and Singapore 18th Mar., Buck Oil,-Arnhold, Karberg & Co. OBURI MARU, Japanese steamer, 1,825, T.

Okuma, 26th Mar.,-Muroran 17th March,: Coal.—II. & H. Co. OLYMPIA, American steamer, 1,730, J. Truebridge, 23rd Mar.,—Tacoma, U.S.A. 23rd Mar., General.-Dodwell & Co., Ld.

PEIYANG, German steamer, 953, R. Köhler, 9th Mar., -Saigon 5th Mar., Rice and Riceflour .- A. R. Marty. PROPONTIS, British str., 1,390, W. Mackay, Otvazny, Russian armoured cruiser, 1,490 tons, 25th Feb., -Saigon 20th Feb, Rice. -

Heung Sing Steamship Co. SABINE RICKMERS, British steamer, 690, J. R. Nasbet, R.N.R., 23rd Mar.,—Tamsui 21st Mar., General.—Arnhold, Karberg & Co. St. REGULUS, British steamer, 1,999, C. W. Rozbaynik, Russian cruiser, 1,330 tons, Capt. Mcullen, 22nd Mar.,—Japan 17th March,

Coal.—Dodwell & Co., Ld. TAIYUAN, British steamer, 1,459, R. Nelson, 26th Mar.,-Melbourne 13th Feb., Sydney 27th, Townsell 3rd Mar., Thursday Island 8th, Port Darwin 11th, and Manila 23rd, General.—Butterfield & Swire.

Toyo Maru, Japanese steamer, 1,548, K. Sakai, 21st Mar., - Saigon 16th Mar., Rice and Rice-Flour.-Dodwell & Co., Ld.

Sailing Vessels. Mar.,-New York 29th Oct., Kerosine.-Standard Oil Co.

Evie J. Ray, American bark, 919, Kaslen, 11th Mar., -Singapore 22nd Dec., Timber. -Sander, Wieler & Co. JOHN CURRIER, American thip, 1,848, Lawrence, 11th Mar.,-New York 14th Sept., "Kerosine.—Standard Oil Co.

MOBILE BAY, British bark, 1,117, James A. Boyd, 18th Mar., - Hongay 6th Mar., Coal. -Jardine, Matheson & Co. VALE OF DOON, British bark, 789, Petersen, 21st Mar.,—Rajang 25th Feb., Timber.— Order.

WARATAH, British schooner, 25, Haynes, 23rd Sept., - Takow 15th Sept., Ballast. - Mr. F.

HER BRITANNIO MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, March 27th, 1900. Alacrity, despatch-vessel, 1,700 tons, 10 6-pd. q.f. guns, 3,000 i.h.p., Commander A. H. Smith-Dorrien, Hongkong. Algerine, sloop, 1,050 tons, 6 guns, 1,200 i.h.p., Comdr. E. J. W. Slade, Hongkong.

Aurora, British cruiser, 5,600 tons, Capt. E. H. Bayly, Hongkong, Barfleur, 1st class battleship, 13,000 tons, 14

guns, 13,163 i.b.p., Captain Hon. S. C. J. Colville, C.B., Wei-hai-wei. Bonaventure, 2nd class cruiser, 4,360 tons, 18 guns, 9,000 i.h.p., Gapt. R. H. J. Montgomerie, C.B., R.N., Hongkong.

Brisk, British cruiser, 1,770 tons, 6 guns, 5,600 | Borgo, 1st class, Russian torpedo boat, 81 tons, h.p., Capt. R. B. S. Wrey, Shanghai, Centurion, British flagship, 10,500 tons, 14 guns, 9,000 h.p., Capt. J. R. Jellicce, Hongkong. Daphite, sloop, 1,140 tons, 8 guns, 2,000 i.h.p., Comdr. C. Winnington-Ingram, Hankow. Endymion, British cruiser, 7;350 tons, Capt. G. A. Callaghan, Wei-hai-wei. Esk, coast defence gunboat, 363 tons, 3 guns,

200 i.h.p., Lieut.-Comdr. C. Chadwick, Ichang. Fame, twin screw, torpedo-boat destroyer, 360 · Hongkong.

Firebrand, 3rd class gunboat, 455 tons, 4 guns, 360 i.h.p., Hongkong. Handy, twin screw, torpedo-boat destroyer, 200 tons, 6 guns, 4,000 i.h.p., Hongkong, Hart, twin screw, torpedo-boat destroyer, 200 tons, 6 guns, 4,000 i.h.p., Hongkong...

Hermione, British cruiser, 4,360 tons, Capt. R. 1 Eure, Dispatch-transport, Capt. Vallee, at S. D. Cumming, Shanghai. Humber, storeship, 1,640 tons, 800 i.h.p., Com.

H. J. Davison, Hongkong. Iphigenia, and class cruiser, 3,600 tons, Singapore. Linnet, gun-vessel, 756 tons, 2 heavy guns, 4

Smythe, Wuchow.

Peacock, 1st class gunboat, 775 tons, 6 guns, 1,200 i.h.p., Lieut. Comdr. S. G. Douglas,

Phanix, British gunboat, 1,015 tons, Comdr. Cochran, Hongkong. Pigmy, 1st class gunboat, 750 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. J. F. E. Green,

Plover, 1st class gunboat, 453 tons, 6 guns, 1,200 i.h.p., Lieut.-Comdr. C. V. de M. Cowper, Manila. Redpole, British gunboat, 805 tons, Capt. F. F. Haworth Booth, Shanghai.

Sandpiper, British river-gunboat, 2 guns, Lt.-Comdr. Carr, on the West River. Swift, gun-vessel, 756 tons, 2 heavy guns, 4 6-pounders, 870 i.h.p., Hongkong. Tamar, receiving ship, 4,600 tons, Comdr.

Powell, Hongkong. Tweed, coast desence gunboat, 363 tons, 3 guns, 200 i.h.p., Lieut.-Comdr. H. E. Hillman, on the West River.

Undaunted, 1st class cruiser, 5,600 tons, 12 guns, 8,500 i.h.p., Capt. A. C. Clarke, en route Wei-hai-wei Victorious, British battleship, 14,900 tons, 32 guns, 12,000 i.h.p., Captain A. Schomberg,

en route Singapore. 26th Mar.,-Taku 21st Mar., Pea-Nuts.- | Waterwitch, surveying vessel, 620 tons, Commander W. P. Dawson, Hongkong. Whiting, twin screw, torpedo-boat destroyer,

360 tons, 6,000 i.h.p., Lieut.-Comdr. E. Kelly, Hongkong, Wivern, coast defence ship, 2,750 tons, 4 guns,

1,000 i.h.p., Hongkong.

Woodcock, British gunboat, 2 guns, 560 h.p.,

Lieut.-Comdr. N. J. K. Patch, at Manila.

Lieut.-Comdr. N. J. K. Patch, at Manila. Woodlark, British gunboat, 2 guns, 550 h.p., Lt. Comdr. R. A. Norton, on the Yangtsze. Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class

Miscellaneous. Hai Tien, Chinese cruiser, 7,430 tons, Capt. 'R. S. Len, Hongkong. Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Hongkong. Presidento Sarmineto, Argentine cruiser, 2,850 tons, Capt. Betbeder, Manila. Valkyrien, Danish cruiser, 3,000 tons, Prince

Valdemar, Shanghai. Zenta, Austrian cruiser, 2,500 tons, Captain Edward Thomann von Montalmar, Swatow.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.

Admiral Korniloff, Russian armoured cruiser, 5,000 tons twin screw, 36 guns, 9,500 h.p., Capello Jakovleff, at Nagasaki. Aleout, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Elkisky, at Nagasaki. Bobre, Russian gun-vessel, twin screw, 950 tons,

13 guns, 1,150 h.p., Captain Dobrovolsky, at Nagasaki. Dimitri Donskoy, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p.; Comdr. Sharon, at Nagasaki.

Gaidantak, Russihn gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serebrennikff, at Nagasaki.

Greniastchy, Russian armoured cruiser, 1,492 tons, twin screw 12 guns, 2,000 h.p., Capt. Miklashevsky, at Nagasaki. Koreyelz, Russian cruiser, 1,200 tons, 9 guns, Zafiro, U.S. dispatch-vessel, Master A. M.

2,150 h.p., Capt. Sillmann, at Nagasaki. Mandjour, Russian cruiser, 1,213 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakoveff, at Nagasaki. Navarin, Russian battleship, 10,000 tons, 10

Nayezdnik, Russian cruiser, 1,334 tons, 14 guns, 1,800 h.p., Capt. Zarine, at Nagasaki. twin screw, 12 guns, 2,000 h.p., Captain Coprianoff, at Nagasaki.

Rossia, Russian armourd cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Nagasaki. Komaroff, Manila.

Rurik, L Russian flagship, 10,940 tons, armoured twin screw cruiser, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Nagasaki. -Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barronoff, at Nagasaki. Sissoi Veliky, Russian battleship, 10,000 tons, 14 guns, 8,500 i.h.p, Capt. Mollas, at Naga-

Sivoutch, Russian gunboat, 950 tons, twin screw 13 guns, 1,200 h.p., Capt. Soubatin, at Nagasaki. Dirigo, American ship, 2,845, Goodwin, 21st | Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchtoinsky, at

Nagasaki. Vostock. Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchousky, at Nagasaki. Vsadnik, Russian torpedo bont, 400 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulia,

Zabiaka, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki. (1st and 2nd class,) Forel, Russian torpedo boat; 23 tons, 1 gun, 220 h.p., 16 knots.

Jantchichi, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots. Nargen, Russian torpedo boat, 85 tons 4 guns, 1,200 h.p., 22 knots. Novorossisk, Russian torpedo boat, 87 tons, 4

guns, 2,900 h.p., 22 knots. Podorosnik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots. Sisik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.

Shorpion, Russian torpedo bont, 23 tons, 1 gun, 220 h.p., 16 knots. Sootchena, Russian torpedo boat, 87 tons, 4 guns, 070 h.p., 10 knots. Sterlaid, Russian torpedo boat, 23 tons, I gun,

-220 h.p., 16 knots, 220 h.p., 16 knots. guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA. (SEA GOING.)

3 guns, 2 torp tubes 1,100 h.p., speed 21 Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp tubes 780 h.p., speed 22 knots. Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

† Flagship of Vice-Admiral -Alexeieff. * Flagship of Rear-Admiral F. V. Dubossoff. † Flagship of Rear-Admiral Reconnoff.

THE FRENCH SQUADRON.

tons, 5,400 i.h.p., Lieut.-Com. W. J. Keyes, | Bengali, 2nd class dispatch-boat, Lt.-Comdr. De La Croix de Castries, at Hajphong. D'Entrecasteaux, * 1st class cruiser, 8,100 tons, 26 guns, 13,500 i.h.p., Capt. de Marolles, en route Japan. Descartes, and class protected cruiser, 4,000

tons, 36 guns 631 î.h.p., Captain Philibert,

at Kwang-chow-wan.

Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 i.li.p., Capt. Aubin, at Kwang-chowguns, 7,000 i.h.p., Capt. H. N. Dudding, Kersaint, 3rd class cruiser, 1,300 tons, 13

guns, 2,200 i.h.p., Capt. de la Motte du Portail, at Snigon. 6-poundors, 870 i.h.p., Commander W. W. | Lion, gunboat, 473 tons, 8 guns, 576 h.p., Capt. Amet, at Kwang-chow-wan. Orlando, British cruiser, 5,600 tons, Capt. J. H. Patcal, 2nd class protected cruiser, 4,000 tons,

36 guns, 9,000 i.h.p., Capt. M. Motet, at Yokohama. Surprise, gunboat, 627 tons, 10 guns, 860 i.h.p.,

Capt. Mornet, at Saigon. * Flagship of Vice-Admiral Courrejolles.

THE GERMAN SQUADRON.

Geston, German cruiser, 4,200 tons, 25 guns, 9,000 h.p., Capt. Rollmann, at Manila. Hansa, * German cruiser, 6,400 tons, Capt. Pohl at Singapore. Heriha, German cruiser, 6,000 tons, Capt. S. v.

Usedom, Japan. Illis, German gunboat, 1,000 tons, to guns, 1,600 h.p., Capt. H. H. Lans, at Amoy. Irene, German cruiser, 4,400 tons, 22 guns, 8,000 h.p., Capt. Stein, Formosa.

Jaguar, German cruiser, Captain Kinderling, at Shanghai. .. Kaiserin Augusta, German cruiser, 6,000 tons, 12 guns, 13,040 i.h.p., Captain Gulich, at

Shanghai. * Flagship of Admiral Fritze.

THE AMERICAN SQUADRON.

Baltimore, Flagship, U.S. cruiser, 4,413, tons, to guns, 10,064 h.p., Capt. J. M. Forsyth, 3,436 h.p., Com. C. H. Arnold, at Manila.

Brooklyn, Flagship, U.S. cruiser, Admiral Watson, Manila. Callao, U.S. gunboat, 137 tons, 1 gun 55 h.p., Lieut, Benjamin Tappan, at Manila. Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199

Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 It.p., Comdr. S. M. Ackley, at Manila. Culgoa, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila. Glacier, U.S. supply-ship, Lieut.-Comdr. J. B.

Briggs, at Manila. Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila. Iris, U.S. distilling-ship, 6,100 tons, 1,300 h.p., Lt.-Comdr. W. H. Everett, at Hongkong. Manila, U.S. gunboat, 1,057 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. P. Nazro, at Manila. Monadnock, U.S. double-turret monitor, 4,000

tons, 6 guns, 3,000 h.p., Comdr. John McGowan, at Hongkong. Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Bicknell, at Shanghai. Monterey, U.S. double-turret_monitor, 4,084

tons, 4 guns, 5,244 h.p., Comdr. E. H. C. Leutze, at Manila. Nanshan, U.S. collier, Lieut. L. A. Kaiser. New York, U.S. cruiser, 4,083 tons, Capt. B. McCullam, at Hongkong, Oregon, 1st class U.S. battleship, 10,288 tons,

16 guns, 11,111 h.p., Capt. G. F. F. Wilde. Petrel, U.S. gunboat, 892 tons, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila. Princeton, U.S. gunboat, 1,000 tous, 6 guns, 800 h.p., Comdr. Harry Knox, at Manila.

Solace, U.S. cruiser, 5,000 tons, Comdr. Demlap, at Manila. Wheeling, U.S. gunboat, 1,000 tons, 6 guns, 1,081, h.p., Comdr. W. T. Burwell, en route

Yorktown, U.S. gunboat, 1,710 tons, 6 guns, 3,392 h.p., Comdr. C. S. Sperry, at Manila. Vosemile, U.S. converted cruiser, 6,179 tons, 10 guns, 3,800 h.p., Capt. G. E. Ide, at

Whitton, at Hongkong. THE ITALIAN SQUADRON. Carlo Alberto, Italian cruiser, 7,000 tons, Lungshan, British steamer, 141, Morrison,-

Capt. R. Call, Shanghai. guns, 9,000 h.p. Capt. Yenish, at Nagasaki. Elba, Italian cruiser, 2,720 tons, Capt. Cecconi, Liguria, Italian cruiser, 3,000 tons, Captain O. Cecconi, en route Singapore.

JAPANESE MEN-OF-WAR.

Battleships. Yashim: 1st class, 12,460 tons, 38 guns, 14,000 Fuji, 1st class, 12,450 tons, 38 guns, 14,000 h.p., at Yokosuka. Chinyen, 2nd class, 7,330 tons, 22 guns, 6,200

h.p., at Yokosuka. Coast Defence Ships. Matsushima, 1st class, 4,277 tons, 25 guns, 5,400 h.p., at Saseho. Itsuskushima, 1st class, 4,277 tons, 35 guns, 5,400 h.p., at Kure. Hashidate, ist class, 4,277 tons, 35 guns, 5,400 h.p., at Yokosuka.

Kongo, 2nd class, 2,490 tons, 13 guns, 2,035 h.p., Capt. K. Imai, Japan. Hiyei, 2nd class, 2,460 tons, 13 guns, 2,035 h.p., Capt. Hiroo Tonji, Japan. Heiyen, and class, 2,600 tons, 15 guns, 2,400 h.p.,

ht Yokosuka. · Cruisers. Kasagi, protected cruiser, 1st class, 4,978 tons, 30 guns, 15,500 h.p., at Sasoho. Chilose, protected cruiser, 1st class, 4,978 tons,

30 guns, 15,500 h.p., at Kure. Akashi, protected cruiser, 1st class, 2,800 tons; 30 guns, 8,500 h.p., at Kure. Yoshino, protected cruiser, Ist class, 4,150 tons, 32 guns, 15,000 h.p., at Kure. Nanisva, protected cruiser, 1st class, 3,709 tons,

24 guns, 7,120 h.p., at Manila. Takachiho, protected cruiser, 1st class 3,700 tons, 24 guns, 7,120 h.p., at Keelung. Chiyoda, protected cruise, 1st class, 2,450 tons, 27 guns, 5,500 h.p., at Kure. Takasago, protected cruiser, 1st-class, 4,227 tons, 30 guns, 10,000 hip., at Yokosuka. Akitsusu, protected cruiser, 1st class, 3,150

26 guns, 8,500 h.p., at Saseho. Suma, protected cruiser, 1st class, 2,750 tons, Capt. Shimamura, 24 guns, 8,500 h.p., at

Idsumi, protected cruiser, 1st class, 2,950 tons,

20 guns, 6,080 h.p., at Yokosuka. Strauss, Russian torpedo boat, 23 tons, I gun, Sal-yen, protected cruiser, 1st class, 2,300 tons, 15 guns, 2,800 h.p., at Yokosuka. Sunguri, Russian torpedo boat, 140 tons, 4 Akitsushima, protected cruiser, 1st class, at Manila Miyako, 2nd class, 1,800 tons 34 guns, 5,000 lup. Takao, 2nd class, 1,764 tons 15 guns, 2,400 h.p.,

> Yayama, 3rd class, 1,600 tons, K. Matsumoto, 10 guns, 5,630 h.p., Japan. Tukushi, 3rd class, 1.300 tons, Capt. S. II A.M. Mastui, 12 guns, 2,887 h.p., Japan. For Na Sayanami, torpedo-boat destroyer, 305 tons, Capt. J. Takenonchi, at Hongkong.

at Shanghai.

Musashi, 1,490 tons, 10 guns, 1,600 h.p., at Yokosuka. Sweaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp tubes 780 hp., speed 19.7 knots. Katsuragi, 1,480 tons, 10 guns, 1,600 h.p., at

Sloops and Corvettes.

Yamato, 1,480, tons, 10 guns, 1,600 h.p., at Chômulpo. Tenrisi, 1,550 tons, 10 guns, 1165 h.p., at Fusan. Kalmon, 1,360 tons, 10 guns, 1,125 h.p., at

Unn-boats. Oskima, 640 tons, to guns, 1,200 h.p., at Saseho. Akagi, 620 tons, 10 guns, 700 h.p., at Kure: Atago, 620 tons, 10 guns, 700 h.p., at Kobe. Maya, 620 tons, 10 guns, 700 h.p., at Kure. Chiokai, 620 tons, 10 guns, 700 h.p., at Taku. Soko, 572 tons, 4 guns, 400 h.p., at Saseho. Iwaki, 600 tons, 6 guns, 400 h.p., at-Yokosuka. Chinto, 490 tons, 5 guns, 472 h.p. Chinesi, 490 tons, 5 guns, 472 h.p. Chin Hoku, 490 tons, 5 guns, 472 h.p. Chin Pui, 500 tons, 9 guns, 455 h.p.

Chin Chu, 500 tons, 9 guns, 455 h.p. Torpedo-gunbont, Taisula, 875 tons, 6 guns, 5 torpedo tuhos 5,500 h.p., at Yokosuka.

Torpedo-boats. Murakumo, 279 tons, at Ujina. Shinonoine, 279 tons, at Kure. Yugiri, 279 tons, at Takeshiki. Shiranuki, 279 tons, at Kobe.

Ikadusch, torpedo-boat destroyer, 331 tons Comdr. I. Ishida, at Yokosuka. Kagero, torpedo-boat destroyer, 297 tons, Comdr. Iwamura, at Hongkong. Kotaka, 190 tons, 6 torpedo-tubes, 1,400 h.p. Shiramubi, torpedo-boat, 278 tons, Comdr.

Kosoma, at Japan. Akebono, torpedo-boat destroyer, 310 tons, Lieut. Comdr. H. Kawase, Japan. 14 boats (Creusot), 56 tons, 2 torpedo-tubes,

7 boats (Kobe), 56 tons, 2 torpedo-tubes, 525 boat (Normand), 75 tons, 2 torpedo-tubes,

2 boots (Schichau), 90 tons, 3 torpedo-tubes,

Bennington, U.S. gunboat, 1,710 tons, 6 guns, 4 boats (Yarrow), 40 tons, 3 torpedo-tubes. to boats (Yarrow), 40 tons, 3 torpedo-tubes,

620 h.p · Miscellaneous. Tokiwa, at Yokosuka. Fuso, at Kure. Naniwa, at Yokosuka.

Rinjo, armoured cruiser, 2,530 tons, 10 guns, (used as gunnery training ship.) Kanjiu, sailing-ship, 877 tons, 6 guns.

(used as training ship.) Manjiu, sailing-ship, 877 tons, 6 guns. (used as training ship.) Tsukuba, wooden screw steamer, 1,989 tons, 10 guns, 520 h.p., at Edajima.

(used as training ship.) Asama, sailing corvette, 1,420 tons, 12 guns, at Yokosuka. (used as a hulk.)

Jinuci wooden paddle steamer, 1,465 tons, small guns. (used as torpedo training ship.

RIVER STEAMERS, SCHOONERS, AND LOROHAS. Fatshan, British steamer, 1,425, J. Dick,-

Hongkong, Canton, and Macao Steamboat Ho-nam, British steamer, 1,377, H. D. Jones, -Hongkong, Canton, & Macao Steambout

Powan, British steamer, 1,873, A. N. Patrick,-Hongkong, Canton, and Magao Steamboat

4

Hankow, British steamer, 2,252, C. V. Lloyd,-Butterfield & Swire. Hoi-tong, Chinese steamer, 409 tons, Captain Austen,-Chi Wo & Co. Tai-on, British steamer, 728, Goblouski,-Tai.

On Steamship Co.

Pak Kong, British steamer,-Kwong Wan S.S. Kong Nam, British steamer,-Chinese Owned.

Heungshan, British steamer, 1,055, W. E. Clarke,-Hongkong, Canton and Macao Steamboat Co. Macao and Canton.

Hongkong and Macao.

Hongkong, Canton and Macao Steamboat Kiangtung, Chinese steamer, 583, Holmes,-China Merchant Steam Navigation Co. Canton and West River.

Lungkiang, British steamer, 141, J. J. Lossius, -Hongkong, Canton and Macao Steam-City of Whampon, Chinese steamer, 40,-Ah

Sun Chow, Chinese steamer,--Ali Yon. Hongkong and West River. Salkong, British steamer, 259, Kwong Wang Steamship Co. Cheung Kong, Y. Kun, 58,-Kwong Wan S.S.

Lil, American lorcha. Wuchow, British steamer, R. D. Thomas,-Hongkong, Canton and Macao Steamboat Co., J. M. & Co. and H. & S. Samshui, British steamer, Dixon,-Hongkong, Canton and Macao Steamboat Co., J. M. & Co. and B. & S.

Lorohas and Schooners. Kutsing, lorcha, 160, Reynolds, Hongkong to Canton,-Hung Kum Sing.

West Office.

A Mail will close :-

For Holhow and Pakhoi-Per Holhao tomorrow, the 28th instant, at 8 A.M. For Swatow-Per Haimun to-morrow, the 28th instant, at 9 A.M. For Shanghai, Chemulpo and Nagasaki-Pen Mikawa Maru to-morrow, the 28th inst.,

For Singapore, Penang and Calcutta—Per Chelydra to morrow, the 28th instant, at II A.M. For Haiphong-Per Hanoi to-morrow, the 28th instant, at 11 A.M. For Kuchinotzu-Per Kachidate Maru tomorrow, the 28th instant, at II A.M. For Shanghai-Per Machaon to morrow, the

28th instant, at 4 P.M. For Swatow, Amoy and, Tamsui-Per Halloong to-morrow, the 28th inst., at 5 P.M. For Samshui and Wuchow-Per Samshui on Thursday, the 29th instant, at 4 P.M. For Yokohama-Per Saint Regulus on Fri-

day, the 30th instant, at 11 A.M. For Manila, Thursday Island, Townsville, Brisbane, Sydney and Melbourne-Per Futami Maru on Friday, the 30th instant, at 3 P.M. For Europe, &c., India, via Tuticorin-Per P. matta on Saturday, the 31st instant, at

For Nagasaki, Kobe and Yokohama-Per Rosetta on Saturday, the 31st instant, at 3 P.M. For Samshui and Wuchow-Per , Wuchow on Monday, the and April, at 4 P.M. For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver-Per Empress of China on Wednesday, the 4th April, at 11 A.M. For Samshui and Wuchow-Per Samshui on

Thursday, the 5th April, at 4 P.M. For Samshul and Wuchow-Per Wuchow on Monday, the 9th April, at 4 P.M. Printed and Published by ETHELBERT

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